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997 CARRERA S » 376+BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
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MACAN 3.0D » 315 BHP
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Well, it's certainly been an interesting month in the motoring world with one car manufacturing group being in the headlines for all the wrong reasons. Quite what VW was thinking for all those years is beyond me and I can't quite fathom how the company expected to get away with it for so long. BMW, it would appear, is squeaky clean, but I can't help but feel that this may well be the start of some diesel backlash that will have far longer-term ramifications than the dip in VW's share price and the loss of customer confidence in the brand.

Hopefully one good thing that will come out of it is that the official test cycles that are used to judge vehicles' economy and emissions will be given a thorough overhaul. We've mentioned it several times over recent months and the bottom line is that unless you have a very particular set of driving circumstances or are entering an economy marathon then you haven't a hope in hell of achieving the claimed economy on the combined cycle. The tests are utterly unrealistic and while the authorities say that consumers can still compare the results between different manufacturers and draw conclusions from them that's not really the point. The test really isn't fit for purpose, especially when it comes to plug-in hybrids which can generally more or less complete the test on their battery reserves with no thought as to what their economy will be like when their batteries are depleted.

It will be interesting to see how other manufacturers' diesel sales will be affected in America, but I think it's fair to say that as a result of this high profile diesel disaster many people are looking at the fuel in a different way. Yes, a diesel-engined machine *does* produce less CO₂ than an equivalent petrol one, and that's good for the environment, but if the particulates are damaging to our health you have to wonder what's the point?

Fortunately if you're turning away from the black pump you'll be delighted with this issue as there's hardly a sniff of it bar our new versus used twin test. The rest of our features are glorious fuelled by petrol – from Evolve's 750hp M5, to a selection of superb Alpinas, to the latest M3 and our celebration of 40 years of the 3 Series. And then we have the full details of the beast pictured below – the M6 GT3 race car. It looks utterly gorgeous and should certainly tear up the track in endurance events when it enters competition in anger next year. It wouldn't really be the same with a diesel lump under its carbon bonnet would it?

Bob Harper, Editor



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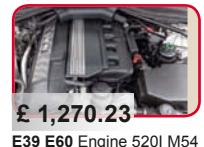
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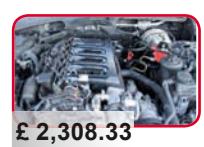
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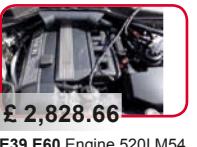
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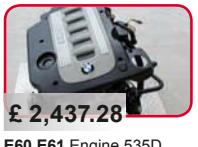
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BMW has added to its range of M Performance vehicles with the announcement of the latest hot Sports Activity Coupé, the new X4 M40i

BMW has revealed the details on its range-topping M Performance X4, the M40i, and it looks like it will be a blistering performer. Under its bonnet will be a new version of the turbocharged 2979cc straight-six that's seen service in a large number of BMWs and it's perhaps interesting to note that this is the older engine, not the new Baukasten modular unit that's just been released in the new 340i. BMW says that there is some shared componentry between the engine in the M40i and the S55 in the M3 and M4 so that would probably account for why the new modular unit hasn't been used.

The X4 M40i does have a set of impressive vital statistics; 360hp at 5800-6000rpm, 343lb ft of torque from 1350 to 5250rpm, a 0-62mph time of 4.9 seconds and a limited top speed of 155mph. Despite these impressive figures it'll return a claimed 32.8mpg and emits 199g/km of CO₂. The TwinPower turbo 'six is mated to a standard fit eight-speed Steptronic 'box that we're familiar with from the rest of the range but it's been specially tuned for this M Performance model and will also feature shift paddles and launch control. To ensure it sounds as good as it performs BMW has also equipped the M40i with an M Performance tuned exhaust that also features intelligent valve control so it's quiet on a cruise but more vocal when being extended.

While the chassis in the X4 is an excellent basis it's needed a little fine-honing for this M Performance machine and as a result BMW has fitted stronger springs and anti-roll bars, increased the camber on the front axle and added the adaptive dampers that have been specifically tuned to M Performance spec. It also features xDrive with a rear wheel-drive bias and Performance Control and the brakes have been uprated to cope with the additional performance.

Externally it features the same M aero kit as the regular M Sport model but the M40i has a couple of ferric grey inserts in the front bumper and mirror caps in the same colour while at the rear the X4 M40i has a twin exit exhaust with one pipe on either side of the car rather than two pipes exiting the rear on the left hand side à la xDrive35i. Standard wheels for the

Hot X4 revealed



car will be 19-inch light alloy items – eight and a half inches wide at the front and nine and a half at the rear, but the car seen in the pictures features the optional 20-inch items that will be unique to the model.

Inside it's pretty much as per the M Sport model although there's an M leather steering wheel, an M gear shift lever, sport seats and model-specific door sills kick plates.

Currently BMW UK has no plans to list the X4 40i in the UK.





Close finish in GTLM

By the time you read this we'll know the outcome of the GT Le Mans category of the Tudor SportsCar Championship where the Z4s are locked in a battle with the Porsches for top honours in the driver, team and manufacturer championships where they are separated by just three points.

It's been an up and down season for the Z4 but they put themselves firmly back in contention with a victory for Bill Auberlen and Dirk Werner last time out at the Lone Star Le Mans race in Austin,

Texas. A win by BMW at the season closing Petit Le Mans clinches the manufacturers' title. A win by the number 25 Z4 GTLM also takes the Team championship and drivers' crowns for Auberlen and Werner. To bolster the line-up for the gruelling 10 hour race at Road Atlanta the team will add BMW Motorsport drivers Augusto Farfus to the number 25 car of Auberlen and Werner and Jens Klingmann will join John Edwards and Lucas Luhr in the number 24 sister car.



10 million and counting

The 10 millionth 3 Series Saloon – a 320d in Imperial blue – rolled off the production line at the Munich plant in September and the delighted new owner collected the car from BMW Welt with the

workers who built it in attendance holding up the numbers that let the unsuspecting new owner – Xavier Bittl – know his car was a unique and historically significant machine.



Mixed bag in BTCC

Since we last reported on the BTCC the season has nearly drawn to a close with the championship going down to the wire again at Brands Hatch, but sadly without BMW interest in the overall points scoring categories. After the high of Croft where the BMWs won all three races there followed two thirds, one fourth and one fifth at Snetterton and a first, second, third, fourth and two fifth place finishes at Knockhill. All three 125i M Sports really struggled at Rockingham with a solitary fifth place over the entire three races but it was a happier picture at Silverstone where Andy Priaulx won the first race, Rob Collard bagged second in the second race and Sam Tordoff was third in the last race of the day.



Saxon's 24-Hour delight

If you enjoyed our feature on Saxon Motorsport and its collection of stunning 1 Series-based race cars back in April this year then you'll be delighted to hear that it's just won the Barcelona 24-Hour race.

Run on the Catalunya Formula One Circuit the race is part of the FIA International 24 Hour series of endurance races for saloon and GT cars and Saxon Motorsport had entered its 135d GTR that develops 400hp. The class structure for the race was changed during qualifying and the Saxon team was

amalgamated into a class with more highly powered petrol cars which was a cause for concern but by the second hour of the race it was leading the class, a lead that it maintained for the rest of the 24 Hours to finish over an hour ahead of their nearest rival!

This was the fourth 24 hour race of the season for the Saxon team, previously recording second and third place finishes where it had been hampered by a crash and damage to the car caused by debris on the circuit. The Barcelona race was virtually problem

free and the car covered 609 laps of the 4.65km circuit at an average speed of 134.5km/h.

Chief engineer Jon Taylor said; "We are delighted with this result. Our car has been great all year but in previous events matters beyond our control have kept us off the top step of the podium." The drivers were team owner Nick Barrow together with his son Tom Barrow, Dave Robinson and Jamie Morrow. The team now start preparing for the next long distance race, the Dubai 24 Hours in January 2016.

Oktoberfest M3

To celebrate the arrival of this year's Oktoberfest BMW M GmbH unveiled a M3 in the classic "Münchner Witte" livery that was first used on the M1 Procar in 1981. The Bavarian-style façade painting and blue and white twisted cords, along with depictions of Munich landmarks (such as the Olympic Stadium, Siegestor, Frauenkirche church and BMW's four-cylinder building), a roast chestnut seller and the Wiesn-Schänke beer tent at the Oktoberfest was originally hand-painted onto the M1 by Walter Maurer, and he was also responsible for this latest M3, too.

The M3 was then used for a video on an airfield where one's treated to a lederhosen clad chap performing a series of donuts in the car before parking up and getting out while taking a bite from a pretzel as the camera pans out and you see that he's just drawn a giant pretzel on the Tarmac with the M3s rear tyres! If you haven't seen it yet it's worth a watch and is on our Facebook page.



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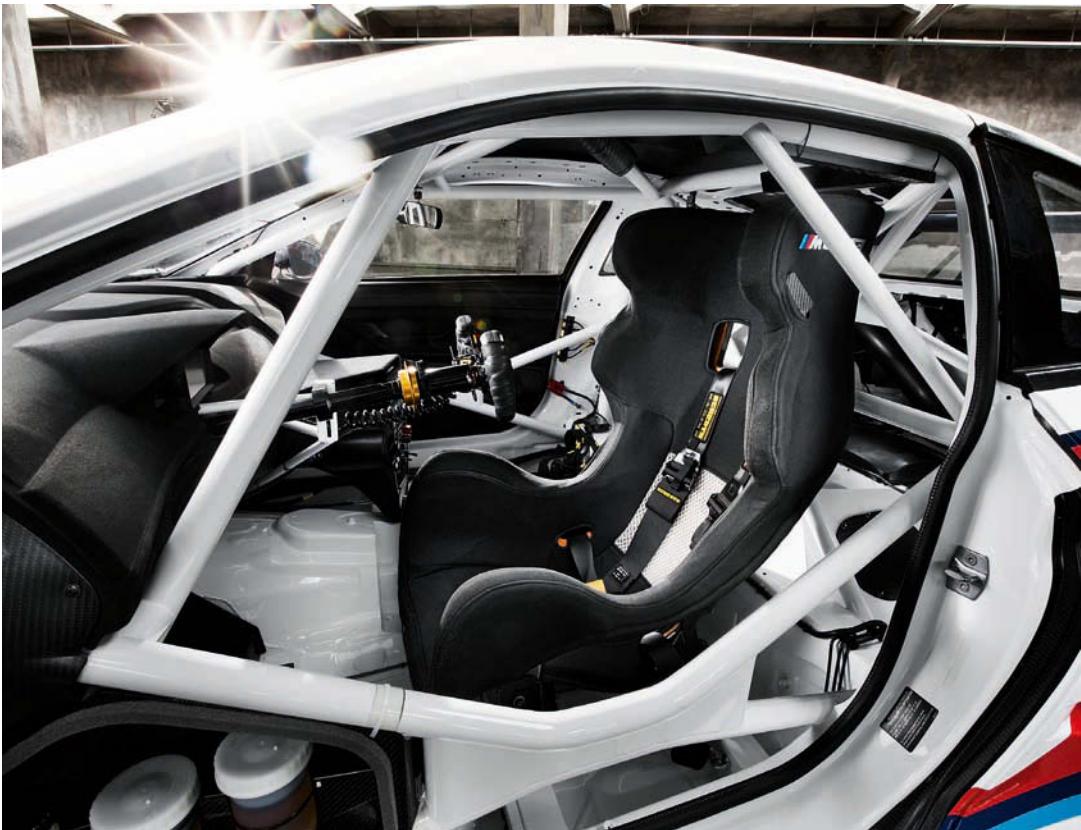
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BMW WINTER ACCESSORIES.

The M6 GT3 looks awesome and there's some lovely detailing too, such as the carbon fibre adjustable pedal box



M6 GT3

ENGINE: P63 V8 4395cc production engine with M TwinPower Turbo Technology; output of up to 585hp (depending on classification); dry sump lubrication specifically developed by BMW Motorsport; production turbochargers; air to air intercoolers; Cosworth Engine management with bespoke software specially developed by BMW Motorsport

GEARBOX: Ricardo transaxle assembly; adjustable differential preload; alternator, air-conditioning compressor, clutch on gearbox; Zytek actuator; hydraulic four-disc sintered clutch

BRAKES: AP Racing brake system – six-piston, fixed callipers at front, four-piston, fixed callipers at rear; Bosch Motorsport ABS system, adjustable

WHEELS & TYRES: BBS rims, 13x18-inches front and rear; 310/710 x 18-inch tyres

CHASSIS: Exterior completely made of carbon fibre; aerodynamically optimised to comply with regulations for GT3 cars to be introduced in 2016 (splitter, diffuser, rear wing); closed undercarriage; easily accessible connections for lifting equipment, engine oil, and checking the oil; easily accessible brake liquid reservoirs and data export connections; LED headlights; air jack system; rapid fuelling system (mountable on right or left of car); carbon-fibre crash structure at front and CFRP crash element at rear for maximum safety

SUSPENSION: Double wishbone axle at front and rear (adjustable height, camber, track, and roll centre); Öhlins shock absorbers (four-way adjustable); anti-roll bar on front and rear axle, adjustable from exterior; traction control, adjustable

INTERIOR: Colour display with optional logger function; ECU; power box; illuminated control panel; adjustable pedal box; rigidly attached BMW safety seat (ventilated, with adjustable height and length), oriented towards centre of car; removable, multi-functional steering wheel with pedal shift and status LEDs; welded safety cage in line with latest FIA standards; adjustable steering column; electrically adjustable wing mirrors; motorsport wiring harness; fire extinguishing system

PRICE: €379,000 plus VAT





M6 GT3 officially revealed at Frankfurt

BMW chose to finally reveal its GT3 challenger for the 2016 season at the Frankfurt motor show and it has to be said that now it's been unveiled in all its glory the M6 GT3 looks utterly stunning.

It'll take over from the Z4 GT3 at the end of this season and will be available to purchase from BMW Motorsport by the end of 2015 for the princely sum of €379,000... plus VAT.

BMW Motorsport has channelled its vast well of experience amassed since 2010 with the M6 GT3's successful predecessor into the development of the new car and it boasts a raft of improvements, particularly in the areas of drivability and economy. One example is the use of a series-produced engine – the M6's 4.4-litre twin-turbo V8 – which develops more horsepower and torque than the outgoing naturally-aspirated V8 in the Z4.

At 4944mm long the GT3 is approximately 50mm longer than its production counterpart but at 2046mm wide it's a huge 15cm wider than the road car and has a 50mm longer wheelbase, too. The race car has been on a dramatic weight loss programme and where the standard M6 Coupé weighs in at a chubby 1980kg, the GT3 tips the scales at just 1300kg in part thanks to the entire bodywork of the car being fashioned from carbon fibre. It's full of sexy exterior detailing too, such as the carbon rear diffuser and front splitter and neatly sculpted panels around the front fog light housings.

Depending on the series in which it's entered the V8 develops up to 585hp and according to BMW Motorsport just about the only change from the production engine is the addition of dry sump lubrication and the use of Cosworth engine management with BMW Motorsport software. It's mated to a six-speed Ricardo sequential transaxle unit and an adjustable differential. Naturally enough there's race ABS braking and adjustable traction control too. Suspension is by double wishbones front and rear and there are four-way adjustable Ohlins shock absorbers all-round.

The aerodynamic properties of the chassis have been optimised in BMW's wind tunnel. The engineers worked meticulously to fine-tune the M6 Coupé, which formed the basis for the new car and was already pretty well suited to outings on the racetrack.

Priority was given to ensuring maximum driver safety. To offer the drivers of the M6 GT3 as much protection as possible against the effects of an accident, BMW Motorsport itself developed and produced the FIA-approved safety cell in accordance with the very latest safety standards. The engineers also placed great importance on efficiency and ease of maintenance, as well as reliability, which is particularly crucial at the 24-hour classics.

"The M6 Coupé production model provided us with the perfect basis for developing our new GT racing car," said BMW Motorsport Director Jens

Marquardt. "The heart of the M6 GT3, its engine, has been transferred from the production car with only minor modifications. Furthermore, the car sets new benchmarks when it comes to safety – with a completely re-designed front, a large distance to the safety cage, and the driver's seat oriented well towards the centre of the car. With the M6 GT3, our customer racing teams can look forward to thoroughbred motor racing technology. The M6 GT3 incorporates many findings from works racing projects, while at the same time being cost-oriented towards customer racing. It is BMW's most economic GT racing car ever: with significantly lower running costs than its predecessor as well as longer lifecycles for cost-intensive parts – and all that while at the same time increasing performance. And let's not forget the design: with its athletic lines, the M6 GT3 is a real eye-catcher. I am confident that we are excellently positioned for the future with this top model in our customer racing range."

The M6 GT3 has undergone an extensive test programme on a variety of circuits over the course of 2015. This has allowed the experienced BMW works drivers to amass many valuable kilometres at the wheel of the racecar, and to carry out important work on the baseline set-up of the new GT and endurance racing challenger. This new poster car for customer racing is now undergoing a final round of fine-tuning prior to its race debut in the coming year.

BMW's Frankfurt Highlights

While other manufacturers were making a big noise at Frankfurt with super- and hyper-car reveals and futuristic concepts BMW quietly went about its business of showing off its latest range, many of which hadn't been seen in public before. The Seven was obviously of big interest and it seemed like most people seeing the car for the first time were keen to jump in and check out some of the technology on offer, not least the new gesture control system. It was quite amusing to stand outside the car and watch as a variety of hand signals were attempted with varying degrees of success accompanied by looks of consternation or joy on peoples' faces depending on whether they had been successful or not.

Perhaps the most important car in the BMW hall though was the one that many onlookers didn't really pay much attention to – the new face-lifted 3 Series – as it looks so similar to the pre-face-lift machine! There was plenty of interest in the new addition to the range though, the 330e plug-in hybrid (PHEV), that uses a 2.0-litre four-cylinder petrol engine along

with an electric motor for a combined output of 252hp and 310lb ft of torque. This is enough to propel the 330e from 0-62mph in 6.1 seconds before hitting its 140mph top speed. Depending on the wheel and tyre combination its economy on the official (and it has to be said wholly unrepresentative) test cycle ranges from 134.5-148.7mpg while emissions are an environmentally friendly 44-49g/km. When running on a fully charged battery the 330e can manage up to 25 miles on electric power alone which could make it a very attractive choice for commuters when it goes on sale in the UK next year.

The 3 Series wasn't the only machine to spawn a PHEV version though as BMW also gave a debut to the 220xe Active Tourer. This uses the 1.5-litre three-cylinder petrol unit to drive the front wheels and an electric motor to drive the rear wheels and together the two power units are capable of delivering peak figures of 224hp and 284lb ft of torque which endows the 220xe with a pretty sprightly 0-62mph time of 6.7 seconds. Like the 330e it also posts

some impressive, if unlikely in the real world, economy and emissions figures of 134.5 mpg and 46g/km of CO₂, and like the 330e it should be able to travel up to 25 miles on purely electric power.

The New X1 was also being given its world debut, and while there was no PHEV version – yet – we did glimpse the M Sport styling kit for the car for the first time which does give it a beefier look.

Overall it was a relatively subdued show for BMW, and on the press day of the show most of the journalists who attended were too busy tweeting about BMW's poor Chairman, Harald Krüger, who unfortunately appeared to have a dizzy spell and stumbled to the floor right in the middle of the BMW Press conference – cue plenty of "BMW Chairman Collapses on stage" headlines. Fortunately he recovered shortly after and it was reported he'd been feeling unwell before the press conference but felt the show must go on. Next on the show calendar will be Tokyo... where there will no doubt be another glut of PHEVs to look at!



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Check out our website blog!



AWE Tuning S-Flo carbon intakes

AWE has expanded its range of BMW parts with the release of its S-Flo carbon intake line, available for the F8x M3 and M4, F3x 335i, 435i, 328i, 428i, and F22 M235i, with applications in development for the F1x M5 and M6. The S-Flo intakes are fully enclosed, made from 100 per cent carbon fibre and are specifically designed for each application. The filters offer an increase in

surface area and deliver what AWE describes as impressive power gains as well as being washable and reusable. The S-Flo intakes integrate with the stock ducting for a perfect fit and uses bonded aluminium fittings. Finally, a UV stabilised resin and clear coat prevents yellowing from heat.

Price: From \$995-\$1595 depending on model
Contact: www.awe-tuning.com



Eibach 1 and 2 Series chassis upgrades

Owners of 1 and 2 Series models looking for sharper handling will be pleased about Eibach's latest releases. For those looking to lower their ride height a little and reduce body roll, the Pro-Kit uprated springs are perfect. Available for both RWD and xDrive models, they lower the car by 25mm up front (all-round on the xDrive) and 30mm at the rear. The Sportline spring kit offers a more aggressive drop of 40mm all-round and a firmer ride for even sharper handling. If you want to reduce body-roll without reducing comfort, the

uprated anti-roll bar kit is worth checking out. A two bar kit, the front bar features a hollow construction, offering a 40 per cent weight saving over the competition, while two levels of adjustment allow you to fine-tune your car's handling. The kit even includes uprated bushes. Both spring kits come with a five-year warranty while the anti-roll bars come with a two-year warranty.

Price: Pro-Kit springs £189.12, Sportline springs £182.40, anti-roll bar kit £372

Contact: www.eibach.com or 01455 285851



Cobra Sport 420d dual exhaust

New from Cobra Sport this month comes a dual exit exhaust for the 420d, giving it that 435i look. This stainless steel rear silencer fits both RWD and xDrive models and offers a sportier appearance. Available separately is a rear bumper panel that fits perfectly around the exhaust tips making it look like a factory system.

Price: £544.38
Contact: www.cobrasport.com or 0114 244 7123



Garmin's new dash cams

Garmin has announced that it is launching two standalone dash cams in late October, the Dash Cam 30 and Dash Cam 35.

The Dash Cam 30 is a high-definition standalone driving recorder, with a 1.4-inch LCD display and a wide angle lens that Garmin says has a great field of view with high video quality, even in low-light conditions. Its Automatic Incident Detection (G-Sensor) automatically saves footage of incidents and a snap-shot feature to take still images like a normal camera, from inside or outside your vehicle, to capture close-up collision damage.

The Dash Cam 35 has all of the features of the 30 but has a larger 3.0-inch LCD screen as well as a number of additional features. The 35 is GPS-enabled which means footage records location, direction, speed, date and time to show exactly where and when incidents occur. Additionally it has what Garmin describes as 'Helpful driver awareness alerts' which include forward collision warning and red light and speed camera warning. The 35 also has an integrated microphone to record the sound inside the vehicle.

Price: Dash Cam 30 £129.99, Dash Cam 35 £159.99
Contact: www.garmin.com

Suspension Concepts adjustable strut mounts

AS Performance is now distributing Suspension Concepts adjustable camber and caster strut mounts. Designed, manufactured and assembled in Australia, these mounts offer 20mm negative and 10mm positive camber and 10mm positive and 10mm negative caster adjustment. The Suspension Concepts strut plates can be easily

adjusted by simply loosening the nuts which attach them to the strut tower. They also boast a robust high tensile spherical bearing and common shock mounting collets.

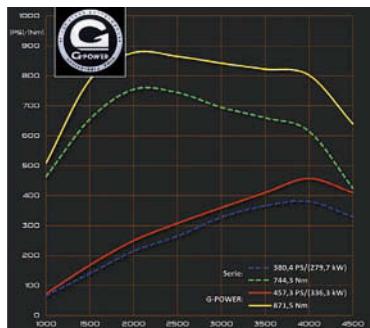
Price: From £200 per pair
Contact: www.asperformance.com or 0191 410 3770



G-Power's X6 M50d

The X6 M50d isn't shy when it comes to its power and torque outputs but that hasn't stopped German tuning company G-Power from offering a performance upgrade for the mighty performance soft-roader. It is offering two different upgrades – a plug and play D-Tronik 5 V1 power module and a bespoke D-Tronik 2 V1 remapping of the ECU. The former offers a massive 455hp and a ridiculous 642lb ft of torque and at part throttle the power module remains inactive, only delivering its additional 74hp and 96lb ft when full throttle is called upon. The second system is a bespoke remap of the ECU that can be tailored to customer's individual demands depending on their requirements for throttle response and power delivery.

G-Power is also offering its new forged lightweight Hurricane RR alloy wheels for the X6, available in an 11x23-inch size and shod with 305/25 ZR23 tyres. **Price:** From €2400 (performance upgrade), from €10,050 (wheel and tyre set) **Contact:** www.g-power.com



Turbo Dynamics wastegate repair

Those of you with the N54 engine may well be aware of the wastegate 'chatter' issue that affects this engine and Turbo Dynamics has noticed an influx in the number of people enquiring about a repair. The company has developed its own in-house solution which comprises of constructing a bespoke hardened sleeve for the wastegate arm and a new hardened wastegate bush. The addition of the hardened material prevents premature wear whilst the increase to the surface area allows for a more 'snug' fit, stopping the wastegate from rattling about, thus eliminating the 'chatter' noise.

Stuart Flanagan of Turbo Dynamics said: "We see several of these units each week with the same issue, the problem is that the standard wastegate bush wears at a phenomenal rate allowing the wastegate arm to oscillate inside the bush. At Turbo Dynamics we replace this standard insert with our own uprated motorsport-spec bush and fit a hardened sleeve over the original wastegate arm. This restores the turbo back to its OE tolerances, eliminates the noise and also protects the lifespan of the turbo."

Turbo Dynamics offers the wastegate repair as part of its turbocharger Overhaul Service, which starts at £354 (including VAT) per turbo and comes with a 12-month warranty.

Price: From £354 (per turbo)
Contact: www.turbodynamics.co.uk or 01202 487497

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Safety Fast

BMW's i8 will once again be the official Safety Car for the second season of Formula E – we tried out last year's model for size to see what the fuss is about

Words: Dave Humphreys



The inaugural Formula E season has just drawn to a close with former Renault F1 driver, Nelson Piquet Jr, clinching the title in a nail-biting final race. It is the first all-electric formula to be recognised by the FIA and it has drawn in some impressive partners for its first season. The single-seater cars are all identical and produced by Spark-Renault. The carbon fibre and aluminium chassis is built by Italian firm Dallara while the electric motor and powertrain is supplied by McLaren Electronics Systems. The 200kW battery comes from Williams Advanced Engineering while the five-speed gearbox, which has fixed ratios to help cap costs, is built by Hewland. The cars run on 18-inch wheels with a treaded tyre from Michelin that allows for running in wet and dry conditions without the need to change, although there is a monsoon-spec tyre for more serious downpours.

The field consists of some well-known names, such as Nick Heidfeld, Jarno Trulli, Bruno Senna, Nico Prost, Jean-Eric Vergne, Sébastien Buemi and Jerome D'Ambrosio to name but a few. Some of the team names like Virgin Racing and Andretti might ring a bell too. As for BMW's involvement, it acts as an official partner to the series and supplies a number of vehicles such as an X5 for the extrication team, an i3 for the medical team and of course the i8 Safety Car. There's just the one and this gets shipped around the world to the each round of the Formula E Championship.

As for the i8 Safety Car itself, there are a modest number of differences between this and the regular car. For starters it is actually one of the pre-production vehicles that were used for the final stages of development ahead of final sign off. Inside, the dashboard and steering wheel are the same as the standard car's, but all carpet, roof lining and seats have been removed. In their place go two black Recaro race chairs with Schroth Racing six-point harnesses and a custom-built roll-cage, all of which conform to the exacting FIA standards. The leather upholstered dashboard – complete with cross stitching – looks somewhat out of place against the

exposed raw carbon fibre floor and central chassis tunnel. It's not the perfectly buffed black weave we're used to seeing as decorative elements of cars but it looks great, which leads us to wonder how many i8 customers would like the bare look if they saw it.

The centre console carries two extra toggle switches and a panel for controlling the roof-mounted light bar used when on track. A radio communications box is affixed to the underside of the dashboard on the passenger side along with a loudspeaker system. When you're driving the Safety Car, communications are key so in addition to the radio there is a colour monitor fitted above the rear view mirror that can relay all manner of information to its driver, Bruno Correia. Such is the attention to detail with this car even the holder for this monitor is crafted from carbon fibre.

Despite the presence of a substantial roll-cage, getting in and out of the i8 Safety Car isn't all that different to the conventional road car. Its thickness adds slightly more width to the sill as you climb across into the figure-hugging seat though the cage does provide some additional points to support yourself from. It's not the most graceful manoeuvre in the world but it gets the job done. Once seated and strapped in you notice that you're sitting a couple of centimetres lower than in a civilian-spec i8, which is no bad thing at all. The six-point harness also restricts movement to the degree that someone has to close the door of the car for me.

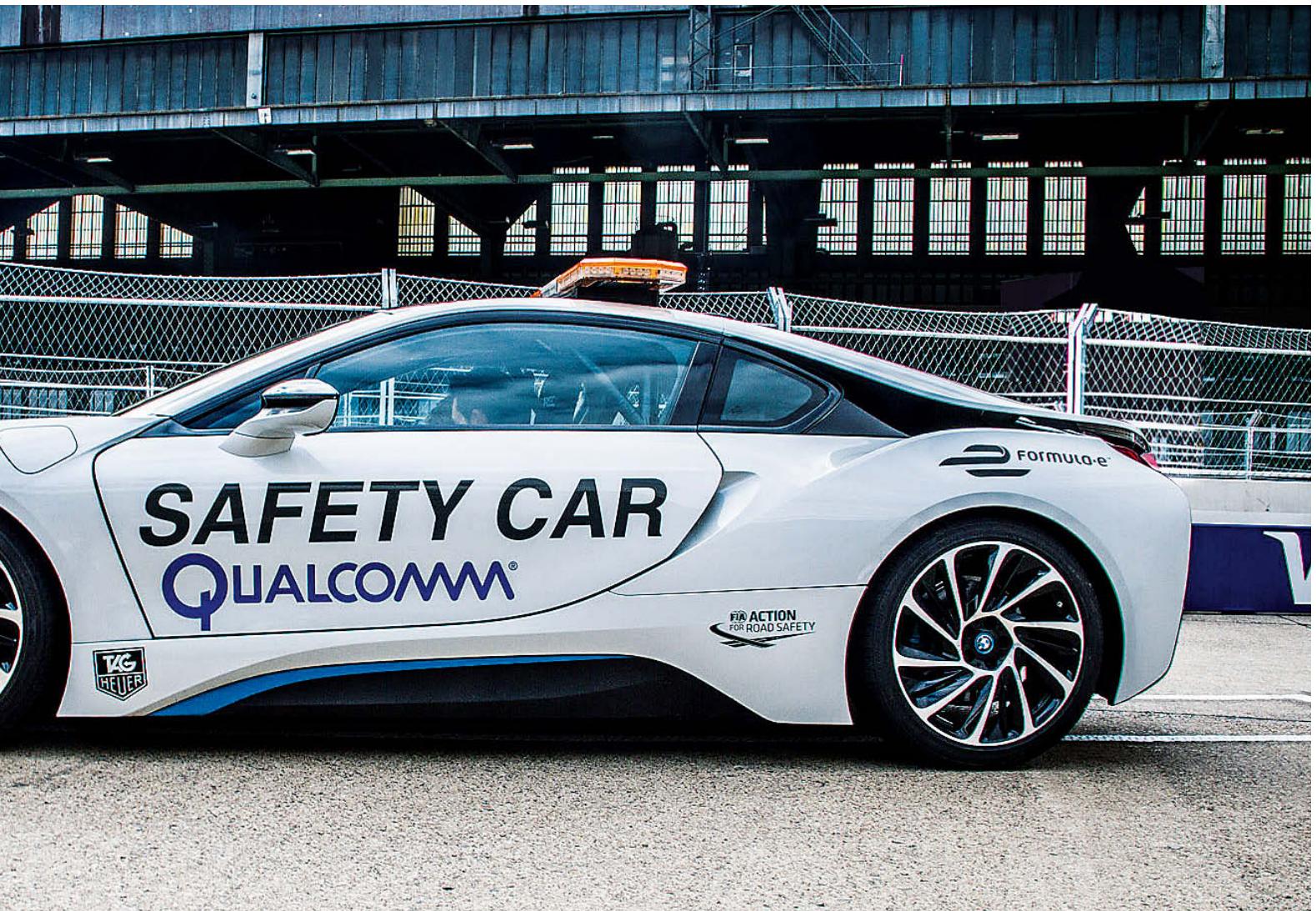
Even as we cruise down the pit lane in pure electric mode we hear much more road noise due to the lack of carpets and other sound insulation. Once over the pit lane exit line Bruno gives it full power and the familiar turbocharged 1.5-litre engine barks into life with much greater volume than expected. When it's not in the pit lane, it is driven in Sport mode to the avail of all 362hp from the batteries and internal combustion engine. Surprisingly, this makes the Formula E Championship one of the only race series where the Safety Car is more powerful than the race cars; a fact BMW isn't too shy about pointing out.

The BMW i8 was never conceived as a track car





i8 Safety Car is more or less standard mechanically but features a stripped-out interior and the addition of a roll-cage





but even so in this case it performs well. Mechanically there is no difference with this Safety Car and the road car in terms of suspension or tyres and through the faster corners it can be felt. The car shows the limitations of the tyres through the quicker bends where it scrambles for grip, mainly due to the slim section used on the i8. It would be very interesting to see what this car might be capable of were it fitted with some wider slick tyres. Into braking zones the BMW pulls up very well staying straight and true, allowing Bruno to casually hold the wheel with one hand while he points out the different braking points and potential lines into each corner.

Our track time was limited to just a handful of laps but even on the first flyer it is surprising how different the i8 sounds with so much stripped out from it. The exposed carbon tub makes the sound of the engine reverberate around the cabin and as it's pushed towards its redline it sounds superb. Unlike the M4 MotoGP car driven earlier in the year, it's less likely that this i8 Safety Car will lead directly to a more performance-derived model, though seeing it in this pared-back form certainly provides an interesting starting point should BMW be considering it. ●



The i8 Safety Car is unusual as it is more powerful than the Formula E race cars

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THE BEE'S KNEES



For its 50th anniversary, Alpina celebrated in style with its 600hp Edition 50 versions of the B5 and B6 and we've brought these latest turbocharged monsters to meet their illustrious forefathers, the awesome B7 S Turbos from the early 1980s

Words: AutoBild and Bob Harper

Photography: AutoBild





The question of what to buy someone for their birthday can be fraught with danger. How much to spend? Does the proposed gift strike the right tone? And most crucially, will the recipient like it? It becomes even harder when it's a significant number... what to get someone for their 50th for example? For Alpina the answer was simple, for its 50th anniversary it would give itself and its customers two fantastic bespoke creations; the Edition 50 models based on its B5 and B6 Bi-Turbo Saloon and Coupé models.

These machines would have to be something really special – big power, high top speeds and a level of exclusivity befitting a company that prides

itself on producing machinery for connoisseurs. With 600hp on tap the B5 and B6 have suitably high top speeds – the 200+ club is still a very exclusive place and both the B5, based on the F10 5 Series, and the B6, based on the F13 6 Series Coupé, can just muster the entry fee. They post figures of 204 and 205mph respectively which makes them the fastest road cars in the company's history. This shouldn't really come as much of a surprise as ever since Alpina started producing cars in close association with BMW its machinery has, for the majority of time, just had the edge over the equivalent BMW and the Bovensiepen family has always aimed to have no barriers when it comes to horsepower outputs or electronically controlled top speeds.

You only have to look back to the Edition 50's spiritual ancestors, the B7 S Turbos from the early 1980s, to see that this philosophy has existed at the company for a long time. The B7 S models were based on the first generations of the 5 and 6 Series and like the Edition models of today both were produced in limited numbers, but can we see any similarities between the models of yesteryear and today's machinery? To find out we had our own little anniversary party when we brought the E12 B7 S Turbo Saloon to go head-to-head with the B5 Bi-Turbo and the E24 B7-S Turbo Coupé to go toe-to-toe with the B6 Bi-Turbo Coupé. It's amazing to think that 30 years ago you needed 330hp to create one of the fastest saloon cars on the planet, yet



today that's more or less doubled to 600hp!

Before we get into the cars though it's worth having a whistle-stop tour of Alpina's history and its close relationship with BMW. Prior to the 1960s Alpina wasn't involved with cars but in 1964 Burkard Bovensiepen produced a twin-Weber carburettor conversion for the BMW M10 engine in his father's precision components factory. Units so equipped receive praise not only from the motoring press but also from BMW and its legendary sales boss, Paul G. Hahnemann. Indeed, BMW was so impressed that it certified the exceptional quality of these Alpina components by awarding BMW vehicles with the Alpina system the full factory guarantee.

This meant that Alpina could now use the BMW

distribution channels and expand rapidly. As well as extending the range of available Alpina tuning parts, Bovensiepen decided to launch an Alpina racing arm and with drivers such as Niki Lauda, Jacky Ickx, Derek Bell, Harald Ertl, James Hunt, Brian Muir and Hans Stuck behind the wheel there were plenty of successes on track. Despite much success with the CS Coupés, Alpina knew that if the car was further developed it could be a real world-beater on track and convinced BMW that a lightweight version of the 3.0 CS was needed to continue to be successful in Touring Car racing. BMW tasked Alpina with the project leadership for the lightweight 3.0 CSL Coupé.

Further wins came for the company and towards the end of the 1970s it launched its first range of

Alpina-branded complete vehicles based on the E21 3 Series, E12 5 Series and E24 6 Series, and both the 5 Series and the 6 Series were turbocharged machines, with the B7 Turbos delivering 300hp from their 3.0-litre straight-sixes. They offered awesome performance for their day but by the early 1980s the new E28 Five was on the horizon and Alpina needed something a little extra to keep its customers' interest until it had worked its magic on the new model. Hence the debut of the B7 S Turbo in 1981. It used the larger 3453cc straight-six – even though BMW was dropping that unit in favour of its new 3430cc unit – as the shorter stroke of the earlier engine made it more suitable for turbocharging. The compression ratio was dropped,

E12 B7 S Turbo Saloon

ENGINE: Straight-six, turbocharged

CAPACITY: 3453cc

MAX POWER: 330hp @ 5800rpm

MAX TORQUE: 369lb ft @ 3000rpm

0-62MPH: 5.9 seconds

TOP SPEED: 162mph

TRANSMISSION: Five-speed manual

WEIGHT: 1485kg

PRICE: 75,000 DM (1981)



F10 B5 Bi-Turbo Edition 50 Saloon

ENGINE: V8, twin-turbo

CAPACITY: 4395cc

MAX POWER: 600hp @ 6000rpm

MAX TORQUE: 590lb ft @ 3500-4500rpm

0-62MPH: 4.2 seconds

TOP SPEED: 204mph

TRANSMISSION: Eight-speed Switch-Tronic

WEIGHT: 1940kg

PRICE: 114,200 Euro



a Pierburg injection and a KKK turbocharger were added and power was up to 330hp while torque peaked at 369lb ft. Top speed was 162mph and the 0-62mph dash was knocked off in just 5.9 seconds.

It made sense for Alpina to use the same powertrain for the E24 Six too, and thus the B7 S Turbo was born as a Coupé too, although the 6 Series version didn't see the light of day until 1982. With the same power and torque outputs the E24 was also hugely rapid – 0-62mph came up in just 5.7 seconds while its top speed was 167mph. And like today's Edition models both the B7 S models were produced in limited numbers – just 60 E12 Saloons and 30 E24 Coupés. The 5 Series could be had in just the one colour – what is now known as Alpina blue – while

the 6 Series was only available in Alpina green. To go with the Alpina blue paint the E12s came with a gold deko set and wonderful slightly psychedelic 'B7 S Turbo' script on the rear quarters, something which was echoed on the 6 Series too. There were also some wonderful touches inside the 6 Series, with all cars having seats upholstered in blue and green tartan fabric with black leather side panels and bolsters.

That the two B7 S machines were quick was a given but a look at an old *Auto Motor und Sport* test demonstrates just how effective these cars were. The E12 was timed at 5.8 seconds for the 0-62mph dash and 0-124mph (200km/h) was 20.3 seconds. Fast forward three years to a *Car* magazine group test of the supercars of the day and the Alpina was quicker to

62mph than a Ferrari Boxer and a Lamborghini Countach, and reached 124mph faster than both those cars could hit 120mph.

The Coupé was equally rapid – *Sport Auto* put one up against a 911 Turbo with some interesting results. The 0-62mph time for the two cars was the same and the Alpina was just 0.1 seconds slower to 124mph and had a top speed just one mph slower. A pretty decent effort by the B7 S as it weighed 150kg more than the Porsche and at 99,000 DM was also 7150 DM more expensive than Porsche range topper. *Road and Track* magazine tested a B7 S Turbo Coupé for a Yokohama tyre test and opined: "For sheer enjoyment on the road this Alpina is hard to beat," although there were also comments to the effect that the bête noir of

E24 B7 S Turbo Coupé

ENGINE: Straight-six, turbocharged**CAPACITY:** 3453cc**MAX POWER:** 330hp @ 5800rpm**MAX TORQUE:** 369lb ft @ 3000rpm**0-62MPH:** 5.7 seconds**TOP SPEED:** 167mph**TRANSMISSION:** Five-speed manual**WEIGHT:** 1515kg**PRICE:** 99,950 DM (1981)

F13 B6 Bi-Turbo Edition 50 Coupé

ENGINE: V8, twin-turbo**CAPACITY:** 4395cc**MAX POWER:** 600hp @ 6000rpm**MAX TORQUE:** 590lb ft @ 3500-4500rpm**0-62MPH:** 4.2 seconds**TOP SPEED:** 205mph**TRANSMISSION:** Eight-speed Switch-Tronic**WEIGHT:** 1870kg**PRICE:** 133,800 Euro

early turbo installs was apparent: "The turbo response of the B7 S was slow," it said.

So, fast forward 30 years or so and Alpina once again has produced a couple of limited edition machines, this time to celebrate its 50th anniversary, and it's apt and fitting that the company looked back to its illustrious history for inspiration. The B5 Bi-Turbo Edition 50 can be had as either a Saloon or a Touring and the B6 version comes as either a Coupé or Convertible. No prizes for guessing the exclusive colour palette – yup that'll be Alpina green or Alpina blue and inside the company has worked a new twist on the old B7 S Coupé's tartan trim with seat centres clad in Forest green leather with contrasting yellow and black stitching – sounds dodgy on paper, looks

great in the flesh. The deko set is either in subtle blue or matt green and look brilliant – a suitably modern twist on a classic Alpina theme.

As always the engine is at the heart of the Alpina upgrade and while it's based on the 4.4-litre twin-turbo V8 from the 550i there are a host of Alpina specific parts that raise its power output from the 550i's not insignificant 449hp to a mind-numbing 600hp. There are turbochargers built to Alpina's specifications with large, flow-optimised wheels and housings. In addition, there's indirect charge air-cooling with short intake paths, optimised air filter housings, increased fuel supply and flow-optimised charge air ducting, too. Mahle high-performance pistons allow for a maximum charge pressure of

1.2bar and a compression ratio of 10.0:1. The eight-speed auto is built to Alpina's specification and is programmed with unique Alpina software – as is the electronically adjustable suspension.

Elsewhere there are a number of bespoke touches for our modern duo. Uprated brakes featuring 395mm front discs with Brembo four-piston callipers nestle behind some bespoke forged 20-inch Alpina rims – 10-inches wide at the front and 11-inches at the rear – and these lightweight items save nearly 16kg in unsprung weight. Performance from these two beasts is simply scintillating with just a cigarette paper's difference between the two cars. With 600hp and 590lb ft of torque you should be able to imagine that they are light years ahead of the B7 S models –

While the older cars can't hold a candle to the performance of the newer machinery they're still fun to punt along at speed



0-62mph comes up in just 4.2 seconds and both the Saloon and Coupé are genuine 200+mph machines. Their 0-124mph times are perhaps most telling though. Cast your mind back to that Ferrari Boxer or Lamborghini Countach as tested by *Car* magazine which managed 0-120mph times of 21.0 seconds and compare that to the B6 Bi-Turbo Edition 50 which will reach 124mph from a standstill in just 12.7 seconds. And then remember that the B6 weighs the best part of two tonnes! Yup, performance cars have come on quite a pace over the last 30 years or so.

We won't try to pretend that the older machinery feels anywhere near as fast as Alpina's two latest performance icons. Naturally enough, though, some of the difference in performance is down to tyre technology – 30 years ago 225 section Michelin Primacy tyres might have been cutting edge but they have nothing on the same company's Pilot Super Sports measuring 295mm wide on the back of the B6. Both generations of machine sound pretty stunning, although they have very different soundtracks thanks to their different configurations and the system in the new cars has been tailored by Akrapovic to really bring out the best of the V8 rumble.

While the older cars can't hold a candle to the performance of the newer machinery they're still a huge amount of fun to punt along at speed, but after a trip out in one of the newer cars you really do have to recalibrate your senses when it comes to braking and cornering – the big Brembos of the new cars washing off speed far more effectively and the grippier tyres allow for much higher cornering speeds. But somehow the older machines are more involving, more entertaining – you have much more of a feeling of being part of the driving experience and the entertainment starts at much lower speeds. That's not to say the Edition 50 cars aren't entertaining, it's just that they do things in a completely different manner. The performance is brutal – you're unlikely to find yourself behind a Saloon that offers up more bang for your buck than the B5 Bi-Turbo Edition 50. As a birthday present that bridges the gap between the 1980s and the present day these Edition 50 machines take some beating ●



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Sporting Chance?

With a three-cylinder 1.5-litre engine, is the new entry-level 3 Series still capable of entertaining?

Words: Bob Harper Photography: Dave Smith



For me, the 3 Series has always been a 'Sports Saloon', and despite also being known as a 'Junior Exec' and the fact that it's had a whole segment of the market named after it where it wages war with the likes of Audi's A4, Merc's C-Class and now the Jaguar XE, it primarily has to have a sporting edge. You could argue that over the years it's lost its overtly sporting charm, but if you rewind back to the 1970s I'm pretty sure 2002 owners were muttering the same thing about the original Three, the E21. The fact of the matter is that as cars get bigger, more luxurious and have better safety features, they inevitably put on a little middle-aged spread and lose a little of their wild side, but perhaps most importantly the 3 Series seems to have been less afflicted than the rest of the machinery in its segment. In other words, it's still top dog when it comes to entertaining the driver.

The reason I mention this is because it's with some trepidation that I'm setting off from northern Spain for the run back to the UK behind the wheel of

the new 318i. And the new 318i is the first of what I'd call the traditional model range to which BMW has seen fit to install the smallest member of its new modular B engine family – the 1.5-litre three-cylinder turbocharged engine that in slightly differing states of tune can be found transversely mounted in the nose of a MINI and also slotted amidships in the i8. The question that needs answering is whether or not it's man enough for the job of hauling the F30's body around, and most crucially whether or not it can entertain while doing so?

It's got its work cut out for it as its first task is to head into the Pyrenees where there are a plethora of challenging roads to be enjoyed before the long motorway slog up to northern France. Before we set off, though, it's worth having a quick reminder of exactly what's changed on the face-lifted 3 Series as from a quick gander at the exterior you could well be forgiven for thinking that BMW gave up on updating the F30. Look a little closer and you'll find remodelled headlights and tail-lights, mildly reshaped

front and rear bumpers that are designed to accentuate the car's width and inside there's been a little bit of tinkering with the addition of some high-gloss surfaces and additional chrome highlights.

While none of the above may sound like much of a big deal it's under the skin that BMW has really gone to town. Virtually the entire engine line-up has been changed with only the 330d and 335d keeping the 'old' power units, with all other models now receiving versions of the new modular B class engine. The chassis has been thoroughly revised from using thicker metal for the strut towers to thicker anti-roll bars, new bump stops and damper settings and even giving the strut tops five mounting points as opposed to three. This all augurs well, but will a 1.5-litre three-cylinder that develops 136hp and 162lb ft of torque be enough to bring out the best from the chassis?

Heading out on to the road reveals a few points immediately; you have to make sure you give the engine enough revs to pull away or it can feel very

I have a stupid grin plastered across my face.
This is the most fun I've had in a 3 Series
of the non-M variety for a while



flat indeed and secondly, that it doesn't sound half bad. Trundling along as I familiarise myself with the car and acclimatise myself with driving on the right, the 318i feels like everything you could want from an executive saloon. It is quiet, refined, rides well and in this heavily spec'd up press car has a plethora of toys to keep you amused. The on-board computer reckons it's returning nigh-on 40mpg which isn't too bad and by the time I reach the foothills of the mountains I feel like I've bonded quite well with the 318i.

Stretching the car's legs somewhat further when I start climbing the hills does illustrate that under these circumstances it's going to struggle a little – hardly surprising when you consider that we've less than 100hp per tonne to play with and that torque might be developed from just 1250rpm but it's struggling to really get the car accelerating briskly when going uphill. Switching the Drive Performance Control to Sport does help with throttle response when pulling out of hairpins and using all the revs helps more than trying to rely on the torque. The flip

side of the coin is that it feels wonderfully planted in the corners and even the sharper bends don't bring all that much understeer into play. Once I've completed the first part of the climb the roads level off and follow the contours of a river before it plunges its way further down the valley and on these fast, flowing road the 318i is an absolute hoot.

That there's plenty of grip is a given – this is a Sport model after all and is wearing the optional 18-inch alloys so there's plenty of rubber on the road – but it's the car's balance that really impresses. I soon discover that it's capable of some really quite astonishing cornering speeds while still feeling comfortable and composed – it really flows with the road and the lightweight engine that's set back far in the chassis must really be helping here. The only impedance to really rapid progress is if you get held up by a slower car as the overtaking grunt to get back up to speed is somewhat lacking. Despite this I find that I have a stupid grin plastered across my face and I reckon this is the most fun I've had in a 3 Series of the non-M variety for quite a

while. The anchors haul it up very well and the new rev matching system that blips the throttle for you as you drop down the 'box works very well leading you to believe you're a heel 'n' toeing demi-god until you remember the car's doing it for you. There's a decent amount of weight and a modicum of feedback through the electric helm and it sounds fairly decent when extended with a slightly off-beat note that's not unappealing and I'm obviously covering ground faster than the sat nav was anticipating as my time to destination is tumbling faster than the VW share price.

All good things have to come to an end though and despite being tempted to plough on across the Pyrenees I have a lot of ground to cover so head back to the motorway for the slog north. Trudging along the motorways of Europe can be pretty dull these days and you're constantly wondering quite how fast you can go before a speeding fine looms large. I opt for just over 80mph and at these speeds the 318i cruises very nicely. Wind noise is well damped and road noise is subdued over the vast





majority of surfaces and only seems to become intrusive over some of the older concrete stuff – but this would apply to just about any car you choose to mention. At this sort of fairly gentle lope the 318i returns around 40mpg which isn't too shabby at all, although I'd expect a 318d or a 320d to add at least 15mpg to that, possibly more. To put that into perspective over the 850 miles or so for this trip the diesel would save you about 30 quid in fuel costs.

Whiling away the miles does get you looking around the cabin and spotting new pieces of trim and the like, and it's fair to say that BMW's changes have given the interior a bit of a lift. The chrome accents around items such as the air vents do look classy and personally I do like the high-gloss black trim that's now being used, although given its propensity for being easily scratched I'm not sure I'd spec it if I was buying.

Other changes for the better include the deletion of that annoying little tray that used to sit on top of

the cup holders – there's now just a simple slide over to cover this.

My test car is equipped with the upgraded full Professional Media system (all LCI Threes come with Business sat nav as standard now) and it's still a superb system, alerting me to traffic snarl ups and being pretty accurate on journey times too. The ever-increasing number of Connected Drive apps also helps to while away the drive with the Amazon Music app streaming music to the car seamlessly – the amount of apps that now integrate with the car is pretty impressive.

After many hours behind the wheel I eventually hit the Eurotunnel and am pleasantly surprised there aren't any snarl ups... I'm due a bit of luck here after a few delayed trips earlier in the year, and after a short jog up the M20 I'm home (almost) in time for tea. Spending a week with the car back in the UK doesn't raise any Achilles heels and having got used to the level of performance on offer I can't say I miss having something more powerful under

the bonnet on most journeys – fortunately we don't have too many hills in the south east!

The low rev hesitancy I'd experienced on first acquaintance with the 318i has been forgotten now I'm used to the car and I'm pleasantly surprised that it'll return just under or just over 40mpg on my commute which is about 10mpg south of what I usually expect to return from a 2.0-litre diesel. All-in-all it's a pretty decent car – even Mrs H liked it which is somewhat unusual!

With prices starting at £24,975 it's nearly £4000 cheaper than the 318d (which offers similar performance) and around £2300 cheaper than a 320i. Despite its ability to entertain in the right circumstances I'd probably say try and stretch to a 320i – I feel it would be money well spent in the long run. However, if you don't hoon around everywhere and are happy to accept a slightly lower rung of performance the 318i has much to recommend it – I'd go as far as to say it's still a sports saloon... but only just! ●



F30 318i Sport

ENGINE: Three-cylinder, 12-valve, turbocharged

CAPACITY: 1499cc

MAX POWER: 136hp @ 4500-6000rpm

MAX TORQUE: 162lb ft @ 1250-4000rpm

0-62MPH: 8.9 seconds

TOP SPEED: 130mph

ECONOMY: 52.3mpg

EMISSIONS: 124g/km

PRICE (OTR): From £24,975

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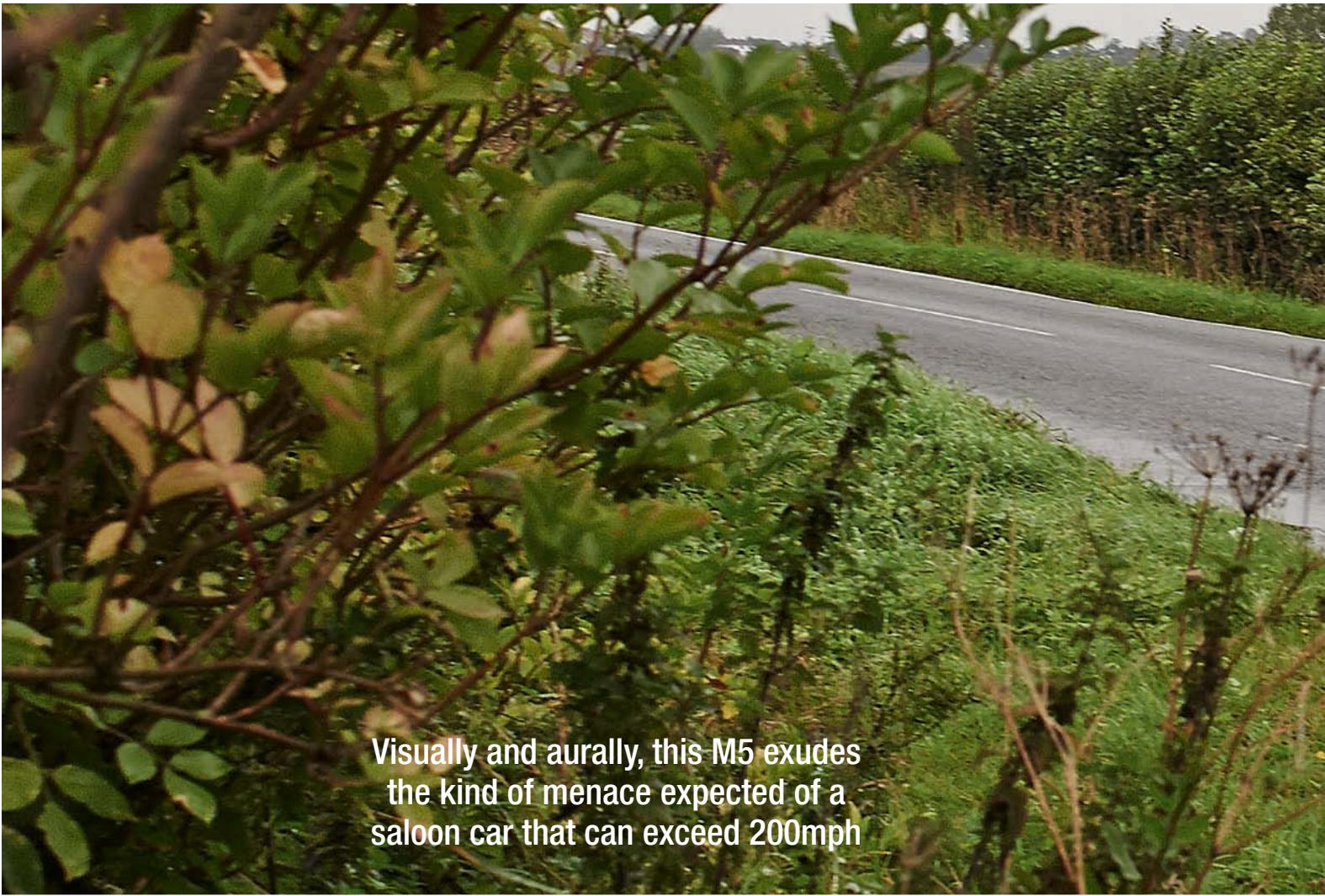


PowerHouse

Does the F10 M5 need more power? Evolve thinks so and has endowed its demonstrator with 750hp and a series of choice modifications

Words: Adam Towler Photography: Gus Gregory





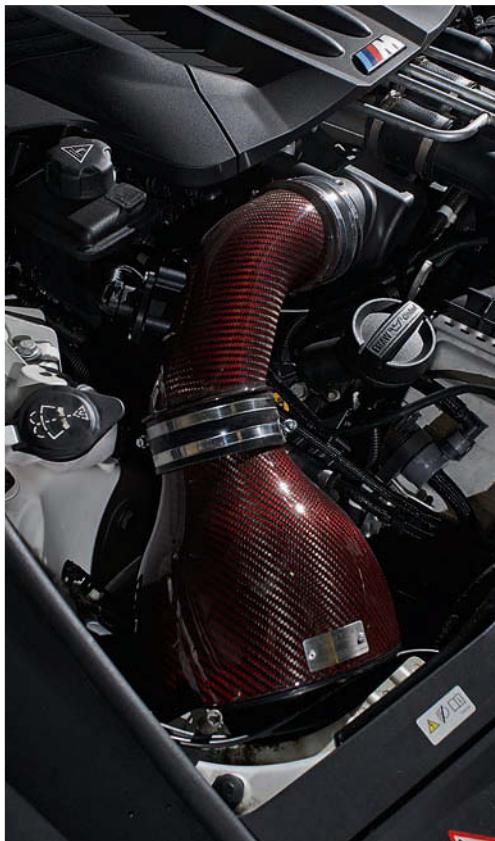
Visually and aurally, this M5 exudes the kind of menace expected of a saloon car that can exceed 200mph

It seems like a good morning to leave all the traction and stability controls on. The rain has been falling steadily since dawn, and while it stopped briefly as we arrived at Evolve's Luton headquarters, by the time I reverse the shimmering white F10 M5 out through the raised shutter door, it's falling once again in determined fashion. And they say this M5 has 750hp? I've a feeling that certain 'electronic brains' are about to get rather hot this morning, my own organic version included.

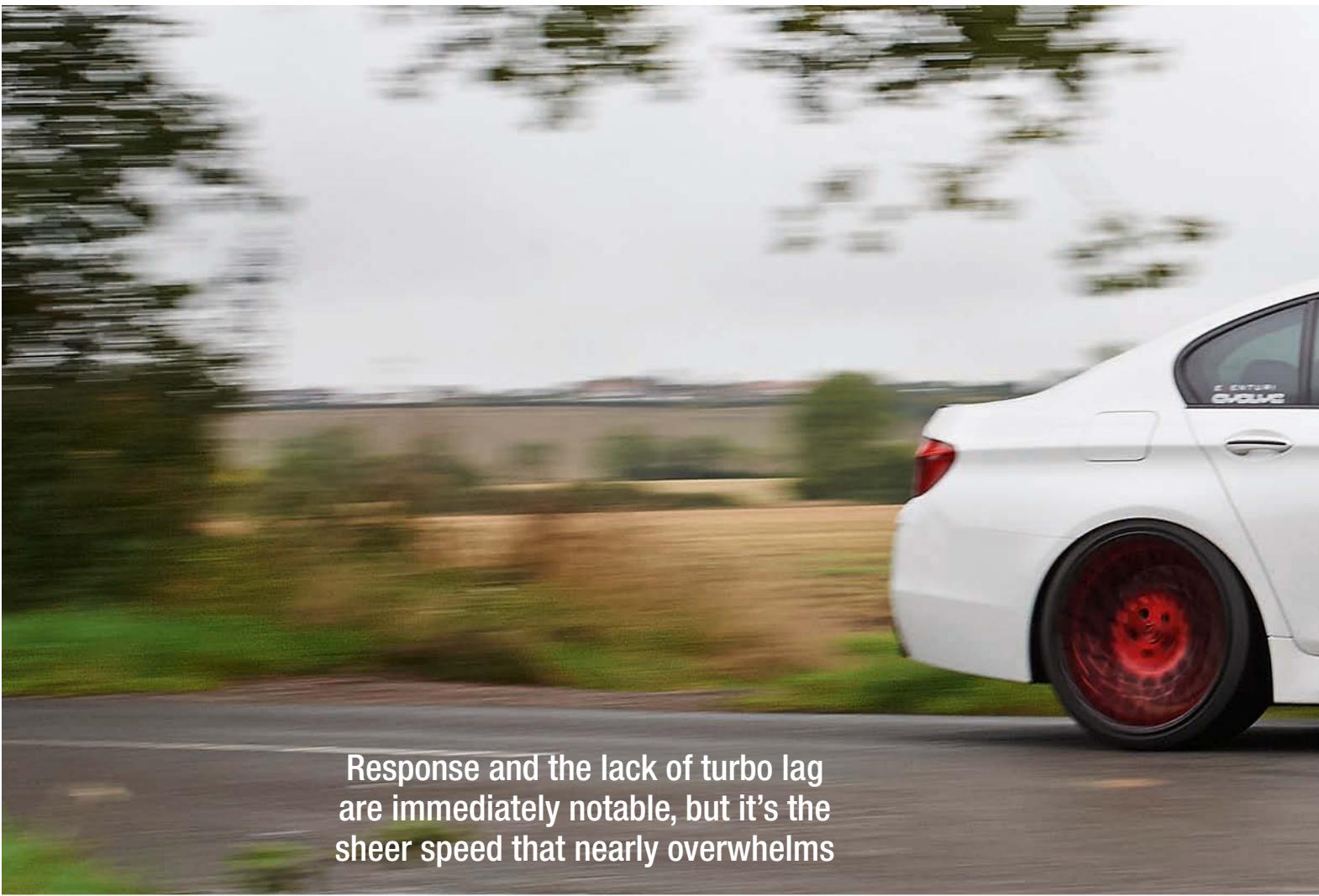
Visually and aurally, this M5 exudes the kind of menace perhaps expected of a saloon car that can exceed 200mph. In white, with Evolve's own blackened headlamps (achieved after meticulous experimentation and effort), it appears more like a Stormtrooper's helmet from the front. But it's the wheels that really confirm this is no ordinary M5: whether they're to your taste or not – and to be frank they wouldn't be my choice – there's no missing their intent. They're BC Forged NL30 21-inch items, shod with Michelin Pilot Supersport tyres measuring 255/30/21 on the front axle, and a barely believable 305/25/21 on the rear (running with KW height adjustable springs all-round). If their size and relationship to the wheel arch hasn't grabbed your attention, then the crystal burgundy/gloss black paint finish will do, especially as it alternates between the two colours as you walk around the car. A 305-section 'rear' is a lot of rubber to lay down on the road, but in these conditions I've a feeling it isn't going to make much difference.

It's under the bonnet of this M5 that really intrigues





me. This is no mere remap of the F10's ECU; instead, both the inhalation and exhalation of the 4.4-litre V8 have been modified to greatly improve airflow. It starts with carbon fibre air intake mouths just visible behind the grille, but the bit you'll really notice are the two giant carbon pipes that snake across the engine bay. Developed and manufactured by Eventuri (a sister company to Evolve), these turn the usual aftermarket cone filter through 180 degrees so that the wider part of the filter meets the air first. The actual filter element is mounted in a distinctive bell-type housing that gradually and smoothly reduces in size until it meets the main pipe. Their development has been a thoroughly modern process: Eventuri began by 3D scanning the relevant areas of the engine bay, then worked out the desired shape in 3D CAD software, allowing them to optimise the shape of the intake system, maintain the appropriate cross section, while simultaneously avoiding everything else in the F10's very busy engine bay. The prototype pieces are then manufactured on an in-house 3D printer, allowing very rapid development and small changes to be made. The initial testing is even carried out – for short periods only and with plenty of heat insulation material applied – with these printed plastics parts, and when the team are happy the finished article is then put into production in carbon fibre. The result, say Eventuri/Evolve, is tangible benefits in the power and torque on the dyno, and a patent pending for their work. If looks could gain horsepower alone, these would be worth 50hp easily. The V8's boost has been raised to a peak of 21PSI



Response and the lack of turbo lag are immediately notable, but it's the sheer speed that nearly overwhelms

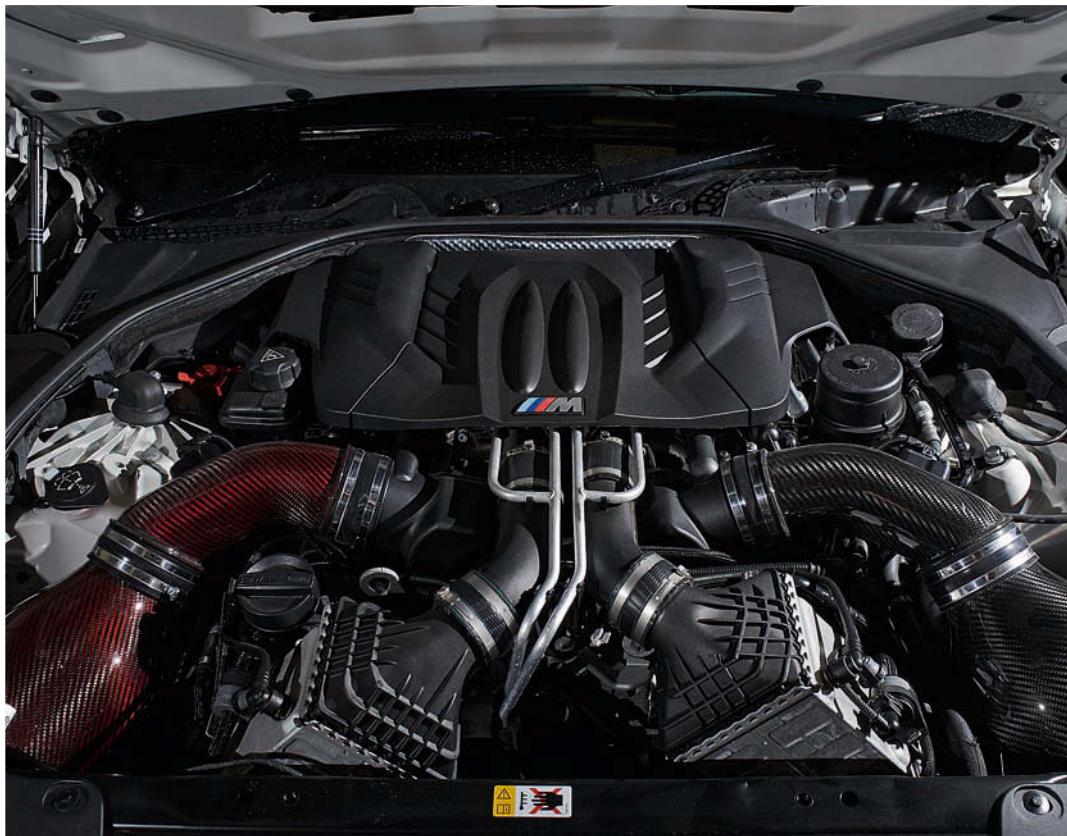
via an Evolve Stage 2 remap, with the spent gases then escaping down Evolve's cat-less downpipes. These three-inch pipes do without the M5's regular primary catalytic converters, but retain the exhaust valve control (EVC) of the standard car. However, this is now connected to the Atron digital gauge fitted in the cockpit (where the driver's air vent used to be), which means that the driver can manually select whether to have the valve open or closed.

When the M5 fires up inside Evolve's unit the cacophony is absolute, and it takes a while for Evolve's Imran Arshad to convince me that it's still running the standard exhaust. Those Evolve downpipes really give the V8 a brutal voice, but the added control the driver now has over the decibels is a really useful feature.

There can be no doubt that 750hp and 700lb ft of torque are some very big numbers in a saloon car. In fact, they're very big numbers in *any* sort of car. In this M5, they ridicule the kerb weight, giving the kind of instant snap of acceleration associated with a car at least a third lighter. To that end, the M5 soon shrinks around you, and it's only when the country lanes get really tight do you remember this is actually a very large machine.

Driving along on the secondary roads away from Evolve's workshop, on the inside you're aware of a distant, hollow sound as the revs rise. It's a noise that I find hard to place, despite almost playing a tune on the throttle to try and provoke it. The best I can come up with is the sound of a train disappearing down a tunnel on the London tube, or a distant TIE fighter in





Star Wars. With the window down, the sound of the turbochargers cooking up that extra boost is clearly evident, with a loud whoosh when more throttle is introduced. It's an intimidating noise, and one that promises big things. It's not joking, either.

Curiosity leads me to be deliberately clumsy with the accelerator exiting a third gear downhill corner. Whoosh! The M5 bucks under the power, and the tail steps significantly out of line before the DSC system has a microsecond to detect what's going on. Then it frantically reacts, recovering the car: if ECUs could sweat, this one would be wearing a John McEnroe headband right about now.

The warning has been delivered. Be more aggressive and this car will break traction in fourth gear in these conditions. It's clear that today I'm not going to be able to experience full bore acceleration, but if you're sympathetic with the throttle you can manage the wheel slip down to only a mild constant agitation. Now more of the sheer pace of this car shines through. The way it piles on speed in 10mph increments is shocking, and every time I come off the throttle there's a 'crack' released through the exhaust system that makes it sound more like a rally car than a super saloon. Response and the lack of turbo lag are both immediately notable, but it's the sheer speed of the thing that nearly overwhelms. This is acceleration released in great torrents, that can enable overtakes on a whim, that shortens the straight sections between bends on a typical B-road until they're barely noticeable.

I had expected the ride quality to be non-existent



having taken the wheel/tyre/suspension combination into consideration, but as long as the road surface is relatively normal and the car is left in a non-sport setting on the Drive Control, it's not overly harsh. Predictably, what it does pick up much more of is surface irregularities, whether in increased tramping or deterioration in the low-speed ride, particularly in an urban environment. As with the visuals, it's an acquired taste, and given the excellence of the standard M5 setup I know how I'd have 'my' car.

The Awron read-out is endlessly fascinating, giving a temperature or pressure for just about anything you can think of, and a lot more besides. One of the trends in modern cars seems to be to offer the driver as little information as possible – witness the large main dials on the F10 but the lack of secondary info. The Awron unit solves this problem for the more curious enthusiast driver in an instant.

Cost-wise it'll be expensive if you go the whole hog but bear in mind the wheels and suspension aren't must-have items. The Eventuri carbon intakes are £1758, the downpipes and Awron gauge cost £1790 and the ECU work is £1999. The KW suspension is £1116, while those wheels will set you back a not-inconsiderable £4700 (all prices include VAT and fitting, bar the wheels which will need the price of tyres adding.) Nevertheless, given three-year old M5s are now available from £35,000, this is actually a cost-effective way of getting a 750hp car, and traction limitations aside, all in a very useable package, too.

Although it's been hard to truly grasp the Evolve M5's performance on this brief encounter, there's no denying the extraordinary thrust this car now possesses. It's not as though the standard M5 is slow: on paper, it destroys its forebears thanks to its combination of turbocharged torque and near-

seamless DCT gear changes. But in this state of tune not only does it feel much faster, it also reveals a lot more of what might be termed, for want of a better word, 'character'. From the whooshes and whistles to the pops and snorts, this engine now feels and sounds like the powerhouse it really is.

If you like the standard M5's demure and synthetic personality then that might come as something of a shock, but I suspect for most enthusiast buyers it'll be a very welcome boost to the emotional bond they have with their car. However you look at it, an M5 with power and torque figures that begin with a '7' is a delicious indulgence ●

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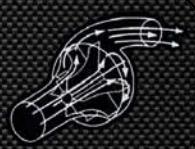
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Evolutionary thinking

It's the M4 Coupé that seems to have grabbed all the press coverage so we've pitched the F80 M3 Saloon up against its illustrious E90 M3 predecessor

Words and photography: Mark Williams

Evolution generally dictates that new should be better than old. That which succeeds what went before represents an overall increment, an improvement on what was thought, at the time, to be the latest and greatest example of its type. Buildings, computers, smart phones; each iteration builds on the technology, methods and approaches deployed by their predecessor to achieve greatness. And nowhere is this insatiable urge to improve more visible than with the cars we choose to drive.

But is new always better? And is it possible to answer that question objectively, and not open up the minefield which is subjective thoughts on design or engineering principles? Thanks to some judicious timing, I was recently able to appraise the new F80 M3 against the context of the E90 version which has just ceased production. It isn't a direct back-to-back comparison (hence the different backgrounds in the

pics), but considering that all that separated the two drives was a single night's sleep and some Sunday evening telly, the resultant impressions are still perfectly valid. And in case you're wondering, the reason I didn't drive the M4 variant was not because I don't approve of the name or any of that nonsense. Rather, I was keen to try the M3 because the media world and his wife appear to have focussed only on the M4 and the saloon version has received relatively little press.

F80 first then, because the E90 won't be available until Monday and it's a warm and sunny early Saturday afternoon when I'm greeted by the rich red leather of the M3's cabin. It's not quite blood red, thankfully being slightly higher in tone than that, and I'm always cautious of looking after red leather correctly otherwise it ages poorly, but on first acquaintance it certainly strikes a 'no nonsense' tone. As does the carbon trim, and combined they do

enough to lift the interior above the level of the cooking models. The seats don't have thigh support extensions though, which is bizarre, but they do have illuminated 'M' badges in the seat backs for a little extra night time tinsel, and whatever you think of that idea I can confirm they look seriously cool once darkness falls. Then you spot the side bolsters and those 'no nonsense' feelings start to ebb back in.

And that impression doesn't really fade much during the early miles. From the orchestral start up procedure through to the coughs and spits of the exhaust and the shunting of the drivetrain which makes me wonder whether a rebodied Nissan GT-R actually resides underneath me, the M3 states its case and clarifies its purpose right from the off.

We're on our way to Rugby, traversing the A423 which later morphs into the A426 and which runs roughly north east from Banbury, out into Warwickshire, and the M3 is a delightful companion



Most of the appeal of cars like this is precisely because they have great untapped reserves of gusto

along here and when driven with purpose. Muscular and musical lower down (we'll address the noise specifically in a moment) and increasingly bombastic as the revs rise, we scamper along, dispatching slower fare with laughable ease.

Villages slow our progress, which wouldn't be so much of an issue ordinarily, but the M3 dialled back to town speeds suddenly feels hemmed in and one has to start pressing buttons in order to relax the tension you wound into the chassis and drivetrain along the blacktop which brought you here. This is where the M1 and M2 mode buttons come into their own of course, as one is able to pick-n-mix individual settings for suspension, throttle response and steering weight, which sounds ideal. However, as yet another pothole signals the arrival of a set of lights and the sensitive throttle launches us across the intersection upon the green signal, I do find myself briefly wondering whether a good passive setup which strikes an ideal

balance all the time would be more preferable.

I'm being slightly melodramatic I suppose, but nevertheless there is a feeling evident here which also struck me about the M135i when I drove that a year or so ago. Drive like a man possessed and it makes perfect sense, but for the day-to-day a feeling grows that the latent energy available here is being utterly wasted.

None of this matters when you wind it up though and let's face facts, most of the appeal of cars like this is precisely *because* they have great untapped reserves of gusto, and if the price for that are some minor histrionics around town then so what. So click the left paddle once or maybe twice, and chase the throttle. And now hear the noise. It doesn't build; it's suddenly there. Augmented and slightly binary, yes. But also all-enveloping and crucially, as will become apparent when we sample the E90 the following day, available immediately as the revs pick up and not only

when the motor climbs on cam. The bottom line is you get more of what you want, what you paid for, what you demand, more of the time. And with Sport engaged, and the two-stage flaps in the exhaust opened, you're treated to an intoxicating mix of blower whine from up front, coupled to sampled intake and combustion noises washing around the cabin and topped off with proper exhaust noise from the rear. It sounds glorious. It's been described elsewhere as being industrial but that's nonsense and a luddite's view.

So with a feeling that a passing satellite has hooked the front, you disappear up the road in a flurry of road debris and exhaust roar. Go for the paddles and the whole process starts again. The M3 goes feral, the noise hardens and the blown six seems to kick again. Each change results in a thud through the drivetrain and an explosive report from the exhausts which makes me later wonder how the mechanics of these



things will age. Out of respect for this car's minimal mileage, plus my licence, I decide to back off at this point and attempt to process what this thing is capable off. No time for that though as there's a corner suddenly approaching...

It's gone in an instant, the M3 tracking through the apex and out the other side, and now another is rushing at us through the windscreens. My wife, now clearly aware of what I'm up to, has placed her mobile phone in her lap and grabbed hold of the armrest just that little bit tighter as the M3 loads up under braking. Turn in, sense the total conviction at the front end, the absence of understeer and pick up the throttle. The weight shifts to the rear and the steering seems to want to unload, so dig further into the throttle and sense the balance settle further across the chassis, then diagonally to the outside rear.

The M3 is loaded up now, and split second decisions are needed in terms of which subconscious option you select. Back off at this point and the door closes on the weight transfer, sending the tail-light and the electronics to intervene to keep you honest. Get out of the throttle by relaxing your toe pressure though and the chassis works each outside tyre equally, digging into the Tarmac and howling through





the curve in spectacular fashion.

But this is an M3, and those engineers know their onions, so with the chassis already loaded you ask the engine for a little more, and at this point you enter the zone where the M3 truly excels. In an instant (and it really is a heartbeat), grip is defeated, and whilst the weight transfer is still there driving you forward, the M3 is loose. But the front is still with you, it's not gone AWOL, and whilst I won't claim the steering maintains a constant dialogue, neither does it suddenly gain unhelpful weight or inconsistent speed. So with eyes locked on to a spot through the side window and just above the wing mirror, you instinctively relax your grip on that loaded column and the wheel quarter-locks itself in the opposite direction. Grab a hold, steady the throttle, and you're broadside through the turn, my wife wondering what on earth she has done to deserve this and only now does my daughter look up from the iPad, wondering what's going on. The apex zips past the nearside windows and with a steady throttle I manually offload the lock before we disappear up the road and into the morning.

In the dry, this thing covers the ground at a frankly astonishing lick, but at that moment when the



F80 M3 DCT

ENGINE: Straight-six, twin turbo

CAPACITY: 2979cc

MAX POWER: 431hp @ 5500-7300rpm

MAX TORQUE: 406lb ft @ 1850-5500rpm

0-62MPH: 4.1 seconds

TOP SPEED: 155mph

ECONOMY: 34mpg

ECONOMY ON TEST: 21.8mpg

EMISSIONS: 194g/km

PRICE (OTR): £59,090



E90 M3 DCT

ENGINE: V8, naturally aspirated

CAPACITY: 3999cc

MAX POWER: 420hp @ 8300rpm

MAX TORQUE: 295lb ft @ 3900rpm

0-62MPH: 4.7 seconds

TOP SPEED: 155mph

ECONOMY: 25.2mpg

ECONOMY ON TEST: 18mpg

EMISSIONS: 263g/km

PRICE (OTR): £51,805 (2010)

drivetrain is fully loaded and the blowers are fully lit, the chassis alights on your shoulder like the proverbial devil and goes 'here fellas, what do you want to do now?'. That moment feels like something you would only want to succumb to provided the wipers weren't operating. You can trust the M3, and the combination of power, poise and phenomenal braking once you've pushed through a soft-ish spot at the top of the travel ensures that every drive is an event. And whilst we're talking about the brakes, you really don't need the carbon ceramics unless you particularly want or need to spend thousands extra. But that moment where the chassis switches its balance, you'd have to be very *good* to smile back at the devil on your shoulder and go 'yeah, go on then'.

Next morning, the E90 presents itself as a slightly more subdued proposition, both in terms of the bassy exhaust note and the relative lack of body agenda. Inside it's clearly a generation removed and it seems an awfully lot more smaller in here, too. Outside it really doesn't seem to have aged very much to my eyes but here's the thing; where's the noise? I'm having to wind it up in order to please the ears and the simple truth takes us back to that all-enveloping comment of driving the F80. The E90

wants you to wind it up before it really hands over the goods. And that's all very well, but I'm not convinced that I need to drive everywhere with the throttle nailed to the bulkhead before I feel that I'm achieving something. And the last time I checked, neither are the police. Overall it sounds the business of course, it's a normally aspirated V8 when all said and done (and not a flat-plane crank either, something I've never quite connected with). But whereas the F80 was giving you early-doors on the noise front, the E90 is waiting until closing time comes calling at 4k or higher before it sounds like it's really trying. When it *does* arrive, you're greeted by a delightful, hollow, titanium raspy sound. I just wish it was there more of the time.

Still, it goes well enough of course, and there's the same unflappable feel to the front end in the corners. But the absence of turbocharged torque results in a chassis which is not quite straining at the leash to the same degree, so the feeling that one is glancing over the edge and into the abyss at the first sign of moisture from the sky isn't evident. And that's a good thing. But now I seem to be pushing the throttle to the carpet in order to make the thing go, and I suppose that's a bad thing. It's also the price of

progress, or evolution, which is where we came in.

At least the years of evolution in between haven't apparently had much effect on its mechanics – 35k miles have passed beneath those wheels, but you'd be hard pressed to tell from the driving experience alone, which if nothing else I guess suggests that the F80's mechanics will age just fine. If you can't stretch to the circa £60k you need for modern day M3 ownership, then the £28k or so James Paul is asking for this example is a fine compromise.

Ultimately, new wins over old for me (I go over both cars in more detail in a video review on my Quently Bentin YouTube channel, so please pop over and have a look). I'll therefore take the F80. I actually prefer the noise it makes to the E90. I like that the noise is there more of the time, and that I can work less in order to extract it. I like the slightly dark side to its character, the suggestion of malevolence to the way it goes down the road, the suggestion that the car is secretly hoping for rain in order to reach for that pitch fork and stoke the fires. Frustration at operating at third-throttle may dog it wherever it goes, but the new M3 is magnificent, and the master of the E90. And evolution has its toughest job yet when the time comes to replace it ○

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Wollaston

Cutting edge



The latest 4 Series Coupé surely has to be one of the best-looking BMWs ever. A striking evolution of the 3 Series, rather than a glitzy marketing afterthought, it ticks all the contemporary coupé boxes. But in the BMW stable it's not alone. The Four's bigger 6 Series brother is also a class act. A bit more grown-up and a little less aggressive-looking perhaps – but a

seriously desirable Coupé nonetheless. And both these close cousins come with the option of super-efficient diesel engines.

In the case of the 4 Series it's the 420d that is most in demand – in 2015 guise the lure of hot-hatch performance combined with an impressive fuel consumption figure of 62.8mpg make it the default choice. An M Sport 420d will set you back £35,495, or if you fancy an xDrive version – like the car you

see here – then you'll need an extra £1500.

See here – which you'll need on Cat ID 1530. F13 6 Series diesel buyers have just one choice – the mighty 640d. A new one would have set you back close to £70,000 but thanks to depreciation you can now buy a late 2013 or early 2014 Approved Used M Sport example, with a lowly 15,000 to 20,000 miles on the clock, for that same £35,000. And the performance is close to breathtaking.

Two brilliant contrasting diesel coupés, both

A brand-new well-spec'd 420d M Sport Coupé will set you back close to £35,000. But for the same amount you could buy a nearly-new Approved Used 640d M Sport Coupé from the same BMW dealership with two years BMW warranty. Tempted? We investigate which would make the best buy

Words: Guy Baker Photography: Tom Begley



possessing BMW warranties, and both available for the same money. But after three years of ownership, which will leave you with fonder memories?

Slice of the action

Beauty may be in the eye of the beholder but few BMW aficionados would dispute that these two coupés are among the most pleasing models to look at on UK roads today. Sleek and purposeful, their

exterior styling makes them serious objects of desire.

The 420d M Sport in particular gleans admiring glances wherever you go – especially in striking Estoril blue. Like a Hollywood heart-throb, this 4 Series boasts chiselled good looks and almost perfect proportions. Longer than the old 3 Series Coupé and claiming a wider track – especially at the rear – and more pronounced wheel arches, the 420d M Sport also sits lower to the road and possesses the lowest

centre of gravity of any current BMW.

With short overhangs, a stretched bonnet, that set-back passenger compartment, shallow frameless side windows and a stretched sweep into BMW's signature Hofmeister C-pillar, the 420d M Sport exudes dynamism. And the Coupé's aggressive face leaves other road users in no doubt as to its intent.

The agile and engaging driving experience lives up to the looks, too, despite the 420d's unsophisticated



The 420d might be the 640d's little brother but it's still a hugely stylish piece of kit and looks particularly stunning in M Sport guise with Estoril blue paintwork

four-cylinder diesel soundtrack, and relatively limited performance. Punchy rather than potent, BMW's Drive Performance Control enables you to instantly set the driving experience to match your mood, whilst accurate quick steering, a precise eight-speed optional automatic gearbox and impressive braking complete a near-perfect contemporary sports coupé drive. Few buyers will be disappointed with a 7.3-second 0-62mph time, a 62.8mpg combined fuel economy figure and a low 119g/km CO₂ rating. A high-quality feel to the cabin and a surprisingly capacious boot complete an appealing overall package.

For the same outlay, however, you could be relaxing in the altogether grander surroundings of a 640d M Sport Coupé cabin, with an even plusher finish, deeper seats, greater in-cabin storage and a lot more elbow room. A refined GT car in all respects, the F13 640d is not just longer, lower and wider than its predecessor, it's also a good deal more spacious and luxurious. And it looks pretty darn good, too.

More elongated and curvaceous than its smaller 4 Series sibling, the Six's sweeping bonnet, sloping side lines and convincing rear-end styling make this pre-face-lift F13 one of the best looking coupés around. The standard M Sport specification is pretty generous, too, including Dakota leather, switchable chassis tuning and a top-spec navigation system with real-time traffic prediction, M Sport body styling, 19-inch wheels and extendable squab front Sports seats. Our Glacier silver shoot car also sports Park assist, soft-close doors, a heads-up display, High-beam assist, a reversing camera, adaptive LED head lights, heated sports seats and optional 20-inch alloys.

Style-wise the family resemblance is unmistakable – especially when viewed from the rear three-quarter – but when it comes to performance these two cars are poles apart. The 640d packs a lot more grunt; with a 5.3-second 0-62mph time this is one seriously quick diesel. And the Six's 465lb ft of torque (which is available from just 1500rpm) combines brilliantly with BMW's eight-speed automatic gearbox with steering-mounted F1-style paddles, allowing for super-fast shifts throughout the rev range. The braking is epic, too. But it's not all perfect. At speed on B-roads the

New 420d M Sport versus Used 640d M Sport

	(New) F32 420d SE	(Used) F13 640d M Sport
ENGINE:	Four-cylinder, 16-valve diesel	Six-cylinder, 24-valve turbo diesel
CAPACITY:	1995cc	2993cc
MAX POWER:	190hp @ 4000rpm	313hp @ 4400rpm
MAX TORQUE:	295lb ft @ 1750rpm	465lb ft @ 1500rpm
0-62MPH:	7.3 seconds	5.3 seconds
TOP SPEED:	149mph	155mph
COMBINED ECONOMY:	62.8mpg	51.4mpg
ESTIMATED DEPRECIATION:	£19,947	£18,549
MAINTENANCE AND SERVICING:	£2205	£3285
FUEL COSTS:	£3897	£4761
ROAD TAX:	£60 (CO ₂ 119g/km)	£435 (CO ₂ 144g/km)
TYPICAL INSURANCE:	£816 (group 30)	£1154 (group 48)
TOTAL COST PER MONTH:	£748 (averaged over three years)	£783 (averaged over three years)

Costs estimated over three years at the time of writing, assuming 2015 VED rates and fuel costs and a similar purchase price for a car covering 15,000 miles a year – insured by a 45-year-old project manager living in the Midlands



640d isn't as quite as lithe or responsive as its smaller 420d M Sport cousin.

Fully loaded

Both the 420d M Sport and 640d M Sport come packed with the very latest in comfort and tech, so most buyers won't need to spend much on optional BMW extras. Even standard 420d models boast DSC with ABS, ASC, DTC, DBC and CBC, along with Hill-start, front and rear parking sensors, heated front seats, a Sport multi-function leather steering wheel and xenon headlights. Add in a DAB radio, Dakota leather upholstery, two-zone air conditioning, cruise control, Bluetooth, USB, Comfort Go, Drive Performance Control, iDrive with a 6.5-inch colour screen, automatic headlights, wipers and boot opening and you've got one of the best spec'd standard coupés on the road. But M Sport spec adds even more, with an aerodynamics package (including a front apron with large air intake, a rear bumper with diffuser and side skirts) and BMW's Individual High-gloss Shadowline exterior trim. 18-inch M Star-spoke light-alloy wheels are also included, as are M door sills, a unique three-spoke M Sport leather steering wheel, aluminium trim and leather Sport seats; while the BMW Business Media package is also standard. An M Sport suspension with M Sport brakes – with snazzy blue calipers – finishes things off. Note that our test car's Estoril blue metallic paint is exclusive to M Sport models.

If you still want yet more goodies then £515 Adaptive M Sport suspension with electronically variable damping is on a long options list, as is the Comfort pack (£1285), the M Sport Plus pack with 19-inch alloys and M Sport brakes (£1650), an eight-speed Sport auto transmission (£1690), an £825 Head-up display, internet access for £95 and voice-controlled Bluetooth for £350. All these are fitted to our test car. OTR price for a 420d M Sport is £35,495, whilst the xDrive model we have is just a little more at £36,995.

F13 640d M Sport Coupés are equally well appointed, with 18-inch alloys as standard, plus leather upholstery, that eight-speed Sport automatic



The 420d's cabin is lovely, but not quite up to 6 Series standards, and while the four-cylinder 2.0-litre engine is good... it's no match for the 640d's mighty 3.0-litre 'six



transmission, electric seat adjustment with memory, a multimedia sat nav system, xenon headlights, LED front foglights, and front and rear park distance control. Most Approved Used examples also claim plenty of optional extras like Surround view, BMW night vision with pedestrian recognition, parking assist, lane-change warning system, lane departure warning system, speed limit display and a heads-up display. And like all Approved Used BMWs comes with a minimum of 12-month's unlimited mileage warranty, BMW Roadside Assistance and MoT Cover.

With less than 5000 miles on the clock our shoot car is already down to £43,850; but BMW Approved Used examples start at just £26,995 – for a 2012 60k-miler. A more typical late 2013 M Sport with a few tasty options and approximately 15,000 miles will set you back £35,000. There are quite a few around too – so you can choose your favourite colour.

Decision time

Despite being objects of desire, running cost considerations will still loom large in any buying decision. Thankfully both coupé contenders are as thrifty as they are nifty. Over a typical three-year ownership period a new 420d M Sport will set you back an estimated £2205 in maintenance and servicing, £3897 in fuel, just £60 in road tax and around £816 in insurance. (It's worth noting though that choosing xDrive will increase your overall road tax bill by £270 and your fuel costs by 4.5 per cent).

For the 640d the running costs are estimated to be £3285 in maintenance, £4761 in fuel, £435 for road tax and £1154 for insurance. Thus a typical 420d M Sport running cost bill will undercut an Approved Used 640d M Sport by more than £2500, but that's before factoring in depreciation. And here the older 6 Series loses less – an estimated £18,549 as opposed to £19,947 for the new 420d. And this means that over three years and 45,000 miles the 640d might cost just £35 a month more to own overall. And that's a price many might consider paying for the additional kudos and performance that's on offer.

How you choose to pay for your diesel coupé may affect that decision though. Whilst many will look to finance the entirety of their next BMW so that they own the vehicle at the end of the finance period, not all take this route. PCP finance (where you effectively

pay for just a proportion of the car) means you can reduce potential monthly loan outgoings substantially. And more and more BMW buyers are choosing this route. So you can currently finance a new 420d M Sport Coupé for around £399 a month at 4.9 per cent APR over 48 months, with a mileage limit of 8000 miles a year and a deposit of £2500. Buying this car outright would set you back approximately £699 a month over the same period, although you could reduce this significantly if you borrow the money over a longer period.

In comparison a typical Approved Used 640d M Sport on similar PCP finance might set you back £783 a month over three years (with a 15,000-mile limit and a £5000 deposit) or £620 a month if you can afford to put down £10,000. Remember, though, with PCP you don't own the car unless you choose to pay a large additional balance at the end of the term. And if you plan to buy your BMW outright then check finance rates available from banks and building societies too – these can sometimes be better than those offered by dealerships.

However you choose to pay for a 420d M Sport you can enjoy specing the car to your own exacting requirements, although those optional extras soon add up. Buy a 640d M Sport, however, and you may have less choice, although there were 102 Approved Used examples available across the UK at the time of writing. And many BMW aftermarket options can be added if needed. But whichever coupé you prefer you're sure to have a great time behind the wheel. Both make brilliant buys in their own right and show the opposition how it should be done.

An Approved Used 640d M Sport Coupé undeniably possesses more clout, and the fact that it could be owned for a similar overall outlay makes it even more alluring. However, we'd say that on this occasion the new assertive-looking 420d M Sport Coupé – with its finer handling and steering responses – just shades this contest. We wouldn't blame you if you decided the extra £35 a month is justified for the 640d, though... ●

THANKS TO:

Many thanks to all at Wollaston BMW Northampton (www.wollastonbmw.co.uk) for their kind assistance with this feature





There's plenty to like about the 640d: superb engine, plush cockpit, fantastic looks and a pretty practical boot, too

Both coupé contenders are as thrifty as they are nifty



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56 BMW at the Goodwood Revival

There were plenty of BMWs in attendance both on and off the track



58 Classic BMW models

Four stunning models to drool over including this great Alpina E30 M3



72 Sound Decision

Clarion's stunning restored, modernised and uprated 2002 tested



62

Celebrating 40 years
of the Ultimate Sporting
Saloon, the iconic 3 Series



The Code of the Woosters

With the Revival, Goodwood promises 'a magical step back in time'. So come with us as we party like it's 1959...

Words: Daniel Bevis Photography: BMW Classic

The Goodwood Revival offers an opportunity to poke around the sort of cars you had dog-eared prints of pinned to your wall when you were a little kid. And not only can you have a good sniff around them in the pits and paddocks, you also get to see them having the very life thrashed from them on track too – they may be priceless, irreplaceable and historically significant, but there's no holding back at the Goodwood Revival! Ferrari 250 GTOs change hands for £20m-plus, but they're happy to swap paint with period-correct E-Types before the enraptured masses. It's high-octane lunacy, slathered in tweed. Which is an interesting state of affairs. Very Wodehousian.

Now, veteran visitors of the Revival (much like the Festival of Speed) may bemoan the fact that's it has become incredibly busy in recent years – Sunday afternoon in particular is a real wrestling match – but such grumbliers lack imagination. Fancy seeing all the cars while the show's free of crowds? Turn up at 7:30am when the gates open. Want to stand right by the side of the track for the racing, with space for your picnic blanket? Don't observe from the start-finish straight with everyone else, take a wander around to the St Mary's complex at the far

side of the track instead. You'll feel like a VIP – verdant tranquillity, interspersed with the howl of engines.

There were many Bavarian treats to enjoy this year, naturally – Goodwood attracts BMWs like moths to the proverbial flame; our recent feature on the UFO 530i from Goodwood's 73rd Members' Meeting is testament to this. And the 2015 Revival brought a piquant selection, the most ostentatious showing being within the St Mary's Trophy. This two-part race (one part on Saturday with celebrity drivers, one part on Sunday with the owners or entrants driving) saw the likes of Minis, Lotus Cortinas and mighty Galaxie 500s scrapping aggressively, and darting between them all were no less than five BMW 1800 Ti/SAs.

CCK Historic unveiled its jazzy two-tone blue number, Peter James shared the drive of his chequerboard car with Amanda Stretton, and BMW itself even fielded an official racer. No silverware was forthcoming, but it certainly didn't disgrace itself, and the 1800s' crisp lines undoubtedly won a few hearts as it tore around the historic circuit.

One of the more endearing qualities of the Revival is that you can get close to the cars, and this

manifests itself rather charmingly in the March Motor Works area, alongside the event's period-themed Earls Court recreation. March Motor Works is a series of neighbouring workshops, mocked up to fit in with the Revival's 1948-'66 theme, and this year saw a Radford Mini boutique and a Rolls-Royce carrozzerie artfully flanking a rather sublime BMW workshop, glimmering from the shadows with the 1965-era Blue Ribbon Service that BMW was rolling out in period; the mews-like setup featured an 1800, a rectangular-lighted 2000, and a sylph-like 2000 CS, along with all manner of retro tools, posters and suchlike. There was even a beautiful 1600 convertible parked outside, sparring for attention with a Radford De Ville. All very surreal.

Surreality is, of course, the very essence of the Revival. The weekend's feature race, Sunday's hour-long RAC TT celebration, ran a grid with an astronomical estimated value of £150m. These are cars that were going hell-for-leather and clattering into each other, while a vast and colourful crowd whooped and cheered through their false moustaches and sarcastically large cigars. It really is very odd. And that's why it's so popular – where else on Earth does such brilliant weirdness occur?





From a BMW perspective the majority of the track action was centered on five 1800s in the St Mary's Trophy; there was a superb BMW driver line up and excellent workshop in the March Motor Works



This month we have a quartet of delightful machines that all won on German soil

Team Alpina E30 M3

This is a fine Minichamps rendering of the Alpina E30 M3 as driven to double wins during the 1988 Hockenheim DTM race by Christian Danner. It's a stunning 1:18 scale Limited Edition model with opening panels, engine and suspension details.

Price: £110



M1 Procar

Is there a more iconic Procar livery than this Marlboro example driven to victory by Niki Lauda at Hockenheim in 1979? This 1:43 scale Minichamps model looks absolutely stunning and would brighten up anyone's model collection.

Price: £54



2002

A very nice Minichamps 1:43 scale model in the special Hans-Joachim Stuck series and supplied in a commemorative showcase. This 2002 won the very first Nürburgring 24 Hour race back in 1970 in the hands of Hans-Joachim Stuck and Clemens Schikentanz.

Price: £50



700 Coupé

This is a model of the 700 Coupé that it won its class in the 1960 Hockenheim 12 Hour race in the hands of Hans Stuck (Senior) and Josef Greger. A very nice Minichamps Limited Edition 1:43 model.

Price: £34

All the models on this page can be ordered from Racing Models: www.racingmodels.com or 0844 8793437. BMW Car readers are eligible for a 10 per cent discount by quoting BMW010 when ordering from Racing Models.



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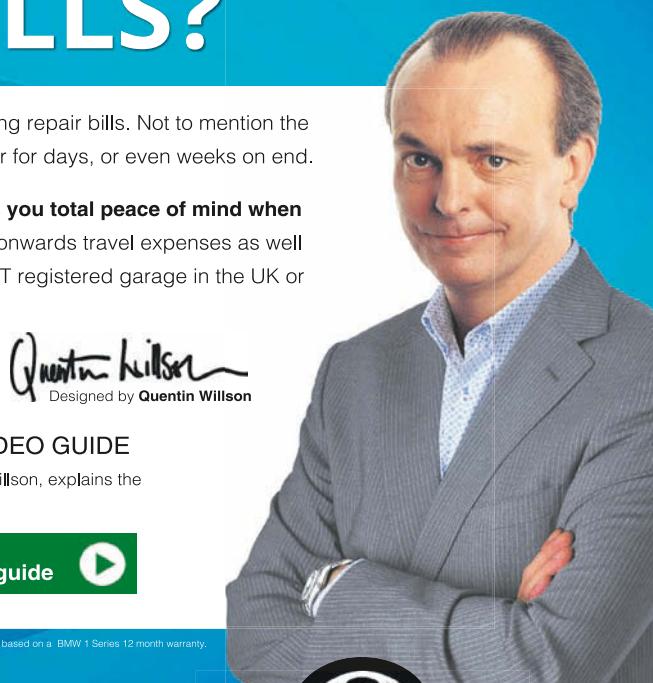
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AUCTION ROUND-UP

Our round-up of the prices paid for BMW classics over the last month or two



1937 328 Roadster, Coys Oldtimer Gran Prix Sale, Nürburgring
Estimate: €490,000-€600,000
Sold for €562,475 (approx £416,000)



1971 3.0CS Coupé, Brightwells, Herefordshire
Estimate: £15,000-£20,000
Sold for £25,500



1986 628CSi, Barons, Sandown Park
Sold for £3145



1985 628CSi, Classic Car Auctions, Carfest Sale
Sold for £3300



1983 635CSi, H&H Pavilion Gardens, Buxton
Estimate: £6000-£8000
Sold for £5600



2000 Z3 M Coupé, H&H Pavilion Gardens, Buxton
Estimate: £20,000-£24,000
Sold for £25,480



1988 E30 M3, Barons, Sandown Park
Sold for £25,310



1998 Z3 M Roadster, Classic Car Auctions, Carfest Sale
Sold for £11,000

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SIX TIMES THREE



Join us as we slip behind the wheel of six generations of 3 Series to celebrate the model's 40th birthday

Words: Kyle Fortune and Bob Harper

Photography: BMW

So quite how do you sum up the 3 Series? Its importance to BMW cannot be overstated – it's sold over 14 million examples over the last 40 years – and it really is the benchmark for both the segment in which it sits and for the company itself. It is *the* car on which BMW is judged.

We're celebrating 40 years of the 3 Series here, but you could argue the point and say that it's more or less 50 years of the 3 Series as the '02 machines that first saw the light of day in 1966 set the template for the ensuing six generations of 3 Series. Effectively a three-box saloon with short overhangs and a large glasshouse it was functional yet stylish at the same time, and its road manners set the standards by

which all others were judged.

First unveiled at the 1975 International Motor Show (IAA) in Frankfurt, the 3 Series has since developed into both the brand's most successful model range and an international bestseller. And that makes the 3 Series a highly effective global ambassador for BMW's core attributes.

Its history is testament to the advances achieved by the German carmaker in the areas of sporting ability, efficiency, safety, comfort and connectivity, as well as to the development of BMW design. Again and again, the introduction of trailblazing technological innovations in the 3 Series has also broken new ground in the mid-size class in general. Moreover, for four decades now the 3 Series has led

the way with new vehicle concepts that have expanded the brand's model line-up and injected fresh ideas into the segment as a whole.

So join with us as our esteemed contributor Kyle Fortune takes a spin in each generation of the 40-year-old birthday boy...

A new 340i Saloon on quiet German and Austrian roads; what could be better? Arriving at the hotel and seeing a line-up of BMW 3 Series greatest hits, keys in them, and a chance to drive them all, that's what. More than ever we're thankful for the 340i's pace, as its ground-covering abilities mean we're first to the hotel, giving us the opportunity to pick and choose which classic 3 Series to take out first. Might as well start at the beginning, then; E21 it is.



Need to Know: E21

LAUNCHED: 1975

KEY POINTS: Bigger (longer by 12.5cm and 2cm wider) and with a longer wheelbase than the '02 the E21 used four-cylinder engines with either carburetors or injection. Six-cylinder units were introduced as a class first in 1977. Steering was changed from '02's worm and roller to rack and pinion but basic suspension layout was retained. By 1981 1 million E21s had been sold, exceeding BMW's expectations and by the time it bowed out the E21 had outsold the '02 by half a million units.

ENGINES USED: Four-cylinder and six-cylinder petrol.

BOTTOM OF THE LADDER: 315: 1573cc four-cylinder, 75hp. 0-62mph 14.0 seconds, 99mph top speed.

TOP DOG: 323i: 2315cc straight-six, 143hp.

0-62mph in 9.5 seconds, 119mph top speed.

BODYSTYLES: Two-door saloon, two-door Baur Cabriolet

NUMBER MADE: 1,364,039

E21 316

I love how the E21 looks, the slim pillars, the rakish nose, the perfect proportions, it's a pretty car, and hailing from BMW's Classic department means this one's among the very best examples in the world. I don't care what's under the bonnet, or badged on the back; of course the E21 will feel slow compared to the new 340i I've just stepped out of, but that's not really the point. It's a 316, which means just 90hp and 91lb ft of torque, which by today's standards is supermini power.

It's not shifting much weight, though, the E21 (without me in it I hasten to add), tipping the scales at a wish-they-were-still-as-light-as-this 1020kg. The official numbers say it'll not break into three figures, running out at 99mph, though the 1.6-litre four-cylinder engine, with its single overhead cam and two valves per cylinder, drives with far more enthusiasm than the numbers convey.

With its peak power arriving at 6000rpm it's an engine that likes to rev, maximum torque arriving some 2000rpm earlier, but still you'll be busy with the slick-shifting four-speed manual gearbox to make decent progress. It seems a bit rude doing so; after all, this immaculate E21 is showing barely 5124km on its odometer. That's likely to rise significantly in the coming weeks where all manner of journalists will be driving it.

Mindful of the need to get back to drive the rest of the cars, the route is brief, but testing, taking a spur

off the main 181 road running through Achenkirch and up the L221 that winds around the valley floor and around the foot of the mountains. As roads go it's got everything, tight hairpins, fast, sighted, sweeping bends and the sort of surfaces European roads are famed for. The E21 is in its element here and without the pace of modern traffic interfering the E21 exhibits everything right about the 3 Series formula. The balance is exceptional, the impossibly skinny tyres, on their high sidewalls giving modest grip levels by modern standards, but enough to enjoy the E21 at its best.

There's a communication that's leagues away from what you (don't) experience in modern cars today, the slim-rimmed wheel, with its large circumference delivering the sort of feel that us road testers always bang on about. The gearshift is crisp, still as tight as it probably was when leaving the factory, the pedal spacing such that downshifts are easily aided by a quick roll off the brake for a blip of the throttle. The brakes themselves feel up to the task in hand, remaining decent even when enthusiasm sees the speed rise on the run back down the L221.

Where a modern 3 Series will shock you with its performance, and impress with its handling second, the E21 reverses that; sure, the more powerful, six-cylinder models would have added potency, but the key to the E21's make up is how it drives, and, like how it looks I rather love it.





E30 320iS

"Ah, the Italian M3," says the man from BMW's Classic department, "you want that next?" Silly question really; ever since a friend owned an example years ago I've wanted to drive an E30 320iS, as, perhaps understandably, he wasn't so keen to hand over his keys. I've got them now, and I'll admit that any professionalism I might usually (sometimes) exhibit has been put aside for something more akin to gibbering schoolboy, as the E30 3 Series is one of those cars that, inexplicably, has thus far passed me by. Until today. I've had colleagues say you should never meet your heroes when talking about the E30, but they're talking rubbish. It helps that, like the E21, this E30 320iS is box-fresh, having had just 6577km roll under its alloy wheels.

God, it's pretty; I love the looks of an E30 M3 with its motorsport-derived blistered-wheelarches and upright back window, but, likewise, the relatively unadorned E30 is an absolute design icon. So obviously related to the E21, not least here as it's a three-door, the E30 is a beautifully proportioned car. That translates to the interior, which takes all the best bits of the E21, the clear instrumentation, driver-orientated centre console, excellent pedal and steering wheel positioning and adds to it with higher quality, more premium-feeling materials and better seats. They hold you in all the right places, with the deeper bolstering required due to this 320iS model's more sporting nature. There are flashes of modernity, or at least what would have passed as so when the E30 was new in the '80s, with buttons for a trip computer, an RDS stereo cassette with digital display. All it's missing is the Filofax on the passenger seat, a

shoulder-padded double-breasted suit jacket on the back seat and a case of champagne in the boot.

If you drove this car back in the day you should have been proud of yourself, as it's a special thing. Particularly this one, which, being a 320iS, is the Italian and Portuguese model that came with a 2.0-litre S14 powerplant with 190hp. Dubbed the 'Italian M3', because it was created to circumvent the Italian tax laws for cars over 2.0 litres, its reduced capacity meant it was unable to quite reach the 2.3-litre M3's output, but it's close enough. With its BMW M Power inscription on the cam covers under the bonnet and its less extrovert looks, this E30 would have been a real sleeper back in the late '80s, with its 0-62mph time quoted at 7.9 seconds and its maximum speed adding 40mph over the 316 E21 I've just jumped out of.

There's performance then, but it's the E30's size and balance that remain its most striking elements. There's more conviction to the turn in on the more challenging sections of the L221, the entry speed greater, the momentum more easily carried and the exit speed up as a result. Faster then, everywhere, but there's still a delicacy to the way it drives, the steering full of texture and beautifully weighted, the ride tauter, with greater control and precision but still riding with real finesse. That S14 engine is an absolute jewel, too; it likes to rev yet is responsive without the rev counter's needle having to be tickling the red paint, while the dog-legged five-speed manual is a delight to slot through its gate, it doing so with real precision and excellent weighting. Hell, I loved the E21, but with the E30 320iS it's borderline lust.

Need to know: E30

LAUNCHED: 1982

KEY POINTS: Although of a similar length to the E21 the E30 was 3.5cm wider and had a slightly longer wheelbase too. It also had a wider track (by 35mm) and drag was reduced by 15 per cent. The E30 was the first Three to be available as both a Touring and a full Convertible and could be had with both two- or four-doors as a Saloon. First 3 Series to feature diesel power and the first 3 Series to feature four-wheel drive – the 325iX. Carburettors finally ditched in 1987.

ENGINES USED: Four-cylinder and six-cylinder petrol, straight-six diesel.

BOTTOM OF THE LADDER: 324d: 2443cc straight-six diesel, 84hp. 0-62mph 15.5 seconds, 103mph top speed.

TOP DOG: 325i: 2494cc straight-six, 171hp. 0-62mph 7.7 seconds, 138mph top speed

BODYSTYLES: Two-and four-door Saloon, Baur Cabriolet, Convertible, Touring.

NUMBER MADE: 2,339,251





Need to know: E36

LAUNCHED: 1990

KEY POINTS: Considerably bigger than the E30 (11cm longer, 5cm wider and with a 13cm longer wheelbase) the 3 Series had grown up. Initial build quality most un-BMW, especially interior fixtures. New six-cylinder diesel from the E39 made the E36 one of the world's first performance diesels. Completely new rear suspension, the Z-axle, inspired by the Z1. First 3 Series to feature traction control.

ENGINES USED: four- and six-cylinder petrol; four- and six-cylinder diesel.

BOTTOM OF THE LADDER: 318tds: 1665cc four-cylinder diesel, 90hp. 0-62mph 13.5 seconds, 114mph top speed.

TOP DOG: 328i: 2793cc six-cylinder, 193hp. 0-62mph 6.9 seconds, 147mph top speed.

BODYSTYLES: Four-door Saloon, two-door

Coupé, Convertible, Touring, three-door Compact.

NUMBER MADE: 2,745,773



E36 323i

If you're anything like me cars mark points in time. I'd love to say that the E36 was a car my dad had, but it was a couple of brothers at university who were my introduction to the E36. Oh to have wealthy parents, where the older brother got a 320i Coupé, the younger one a 316i Saloon. Lucky blighters. I had a pushbike. Still, this 323i betters both, even if it's in what can only be described as an 'interesting' colour combination. Externally the metallic light blue paintwork isn't too unconventional, though the interior trim is on the weirder end of the scale, with a bluish-green leather and cloth combination mixed with the

black plastics of the dashboard and door trims.

If the E30 before it nodded at modernity the E36 embraces it more comprehensively, though not all for the better. Gone is the lightly spoked steering wheel of the E30, replaced by a large airbag-equipped steering wheel, the passenger side of the dash also featuring the tell-tale fracture lines for its airbag. The driver is again the focus for the central dash, while the instruments remain beautifully simple, in much the same manner as its forebears – only with some orange digital information under the speedometer. The odometer here is reading little over 2500km, so

it's unlikely there's a lower mileage 323i anywhere in the world.

The interior colour might jar a touch, but turning the key to start the 323i's 2.5-litre in-line 'six has you forgiving whoever ticked the spec boxes on this car, as the engine is so right. Power of 170hp is produced at 5500rpm and 181lb ft of torque at 3500rpm, making it less powerful than the E30 320iS I just reluctantly handed the keys back for, but delivering more torque. That's immediately apparent pulling away, the 'six being more muscular at lower revs, adding to the impression of maturity and increasing its premium feel markedly. It's a less demanding engine, requiring less input with the five-speed transmission, so it's possible to skip ratios and use that torque without interrupting progress too much.

But there's still plenty of joy to be had wringing the 323i's engine out to its red line, where the six-cylinder is as gloriously smooth as you'd expect, and delivering performance that feels genuinely modern. Not in the somewhat remote fashion that's become more normal though, as the 323i still feels like an analogue car, there being real incentive to drive it hard, the reward genuinely captivating. The handling so sweet and the balance, as ever, hugely composed. Sweet as that engine is, and it's very, very sweet indeed, the E36's chassis is its most outstanding feature. More than any car here it bridges the gap between the modern expectation for grip, traction, balance and safety and old-school fun. It doesn't rob you of interaction, feel and, crucially, absolute control. It drives with real finesse, and the sort of rich detailed information that makes every drive an absolute joy. I'll take it, please, even in this colour combo.

Sweet as that engine is, the E36's chassis is its most outstanding feature



E46 328Ci Coupé

Cohesive, that's the best word for the E46, from the exterior styling – particularly in two-door coupé guise as driven here – to the interior, which is so beautifully laid out it's unsurpassed today. Sure, the BMW Monitor screen in the middle of the dashboard containing navigation, a TV tuner, radio, trip computer and suchlike is hilariously outdated, but I remember it felt like the cutting edge modernity when I first experienced it. The E46 is 'my' BMW 3 Series, in familiarity at least, as it was the 3 Series available to me when I started writing about cars for a living, many an E46 borrowed for test-drives throughout its lifecycle. The M's a favourite of mine, and I came close to buying one a few years back, but after the E36 this car felt slightly disappointing.

Although it's based on the heavily revised platform of its predecessor the E46 feels very much like a turning point. It's unquestionably heavier feeling on the road, obviously more modern, with heightened levels of grip, significantly improved refinement and far more comfort. It feels more like a luxury car with a sporting bent, than a sporting car with a nod to luxury. That's obvious just in the cabin, which feels impeccably built, the material quality in another league compared to the cars it followed.

Taking it up the L221 that greater maturity manifests itself with more speed, yet it carries it with such composure that there's less incentive to enjoy its abilities. The steering, so delicate on the E36, is a touch more remote, if no less accurate ultimately, the front end still entirely predictable and responsive, but there's just less detail at the wheel. Blame the chubby rim, perhaps, the E46 ushering in a period where steering wheels became increasingly and needlessly chunky in a bid to imbue a sporting look. Airbag technology came a long way in the intervening years though, so the E46's hub is far more compact making



the wheel more visually appealing.

The manual gearbox retains five speeds here, which is amusingly old-school, particularly when you consider the current 3 Series offers eight ratios via its automatic transmission. The old gearbox shifts with the sure, nicely sprung weight and accuracy that's something of a signature for BMW manuals, though the E46 feels more and more like a car that would suit an automatic. It's not remote by modern standards, but it does feel like it has leaped ahead two generations over the E36. The engine, a 2.8-litre, double overhead cam, six-cylinder unit develops

193hp at 5500rpm and 206lb ft at 3500rpm. Flat out that means 150mph, and 62mph in seven seconds, but there's just less incentive to go in search of those numbers, as the engine is nowhere near as responsive and charismatic as that in the E36 323i. Blame the VANOS (most will), but it's not just the engine that feels like a different 3 Series, it's the entire car's character. An accomplished driver's car, certainly, but it's not as immediately accessible. The E46 is not without appeal, but for a purist drive the cars it replaced are more entertaining for more of the time.



Need to know: E46

LAUNCHED: 1998

KEY POINTS: Unsurprisingly bigger (but not by much – 4.6cm longer, 1.6cm wider and 29mm taller) than the E46 but importantly there was more rear leg room than in the E36. Technology was becoming increasingly important – this was the first Three to feature a full navigation screen and with its engines we saw the introduction of Valvetronic and direct injection for the first time. 320d and 330d became very viable alternatives to the petrol models. E46 built in greater numbers than any other 3 Series.

ENGINES USED: four- and six-cylinder petrol; four- and six-cylinder diesel.

BOTTOM OF THE LADDER: 316i: 1796cc four-cylinder petrol, 115hp. 0-62mph 10.9 seconds, 128mph top speed.

TOP DOG: 330i: 2979cc straight-six, 231hp.

0-62mph 6.5 seconds, 155mph top speed.

BODYSTYLES: Four-door Saloon, two-door Coupé, Convertible, Touring, three-door Compact.

NUMBER MADE: 3,266,885



In removing some of the E90's otherwise impressive civility the 320si has an old-school feel to it

E90 320si

If it's entertainment you're after then the E90 might not be the most obvious choice in the historic line-up, but this isn't an ordinary E90. Like the original E30 M3, this 320si is the result of homologation, the necessity for a manufacturer to build a number of production cars to race it. In the case of the 320si that was to allow BMW to compete in the FIA World Touring Car Championship.

It gained a modified, largely hand-built (at BMW's F1 plant) 2.0-litre engine, with a shortened stroke and increased bore. Lift the bonnet and that special engine is obvious thanks to the carbon head covering. BMW ditched Valvetronic, for 175hp at 7000rpm and a 7300rpm redline. Top speed is 140mph, and 62mph arrives at 8.1 seconds.

Visually the 320si benefits from some subtle enhancements, with modified front and rear bumpers, sills and some interior trim. The most obvious change to its specification is the wheels, these being gorgeous 18-inch alloys with 225/40



R18 front and 255/35 R18 at the rear, riding on standard M Sport suspension.

Pushing the engine start button underlines the 320si's homologation pedigree, with its more obvious idle. Blipping the accelerator reveals its fast-revving nature. It sounds excellent, though it's easy to understand why the E90 in this specification might be a bit specialised in its nature to suit everyone. Me, I'd have one in a heartbeat, the engine unquestionably defining it, the free-breathing, fast-acting 2.0-litre thriving on revs to produce its best. Only offered as a manual, the six-speed unit allows you to revel in the engine's character, the shift quick, the 320si proving an entertaining drive up that challenging, now very familiar Austrian road. In removing some of the E90's otherwise impressive civility the 320si has an old-school feel to it, so it has more in common with its 320iS E30 relation than you might think.

The E90's inherent chassis balance is obvious, as it is in all the cars, but with the engine goading you to

push it ever harder it's more likely you'll enjoy it more often. There's a lot of grip, where the E21, E30 and E36 would have been nibbling away at the edges of grip and traction the E90 320si carries its pace with impunity, and the steering is sharp, though not giving the same detail through its rim as the older cars. If anything it feels over-tyred, the E90's grip such that you're unlikely to ever breach its limits on the road. It would be hugely entertaining on the track, though, which is kind of the point.

As an everyday proposition the 320si might not be everyone's choice, understandably so, it's a fairly specialised prospect, the majority of E90s being sold with BMW's excellent 2.0-litre turbodiesel under its bonnet. Given the tax advantages for most buyers that's hardly surprising, and indicative of the market that the 3 Series finds itself in. That the 320si exists at all, and reveals the Three remains a true drivers' car, even if its limits are way higher than its predecessors is something that should be celebrated indeed.



Need to know: E90

LAUNCHED: 2005

KEY POINTS: Launched 30 years after the E21 the E90 was bigger – 49mm longer, 78mm wider and 10mm taller than the E46. After the evolutionary design of the E46 the E90 had much sharper creases and was definitely a Bangle-era design. Turbocharging was very much coming to the fore and the 33i and 33d engines both featured twin-turbos which made them big performers. 320d becomes the best selling model in the UK.

ENGINES USED: four- and six-cylinder petrol; four- and six-cylinder diesel.

BOTTOM OF THE LADDER: 316d: 1995cc four-cylinder diesel, 116hp. 0-62mph 10.9 seconds, 126mph top speed.

TOP DOG: 335i: 2979cc twin-turbo straight-six, 306hp. 0-62mph 5.6 seconds, 155mph top speed

BODYSTYLES: Four-door Saloon, two-door Coupé, Convertible, Touring.

NUMBER MADE: 3,102,345

Need to know: F30

LAUNCHED: 2012

KEY POINTS: The 3 Series had grown again! 50mm longer than the E90 and with a longer wheelbase it once again offered more rear legroom and a larger boot – the 3 Series was now larger than the first generation 5 Series. All engines were now turbocharged and the automatic gearbox had gained two additional ratios. For the first time a Hybrid was available and again, for the first time, the four-wheel drive xDrive models were offered in the UK. LCI model brought three-cylinder power to the 3 Series for the first time.

ENGINES USED: three-, four- and six-cylinder petrol; four- and six-cylinder diesel

BOTTOM OF THE LADDER: 318i: 1499cc three-cylinder petrol, 136hp. 0-62mph 8.9 seconds, 130mph top speed.

TOP DOG: 340i: 2998cc six-cylinder petrol, 326hp. 0-62mph 5.2 seconds, 155mph top speed

BODYSTYLES: Four-door Saloon, Touring, GT.

NUMBER MADE: Still counting...



F30 340i

And so to the latest, and I'm sure our BMW hosts would say greatest, incarnation of the 3 Series, the first of the F generation Threes, the F30, sampled here in 340i guise. Initial thoughts are that even though we've only moved on one generation from the E90 this feels like a considerably more grown up vehicle.

BMW's keen on the term 'premium' at the moment and with the F30 you can really feel that coming through in spades. The interior quality feels right up there with the best the competition has to offer, not something you could always say about the E90, and the overall ambiance inside the cabin is more akin to a 5 Series than it is to a Three.

As we're ostensibly here to sample this car alone it's the one we drove furthest, but that's not necessarily to say it's the one we enjoyed most. In 340i guise it should come as no surprise that it's the fastest car here thanks to its TwinPower turbo'd

Baukasten 3.0-litre 'six that develops 326hp between 5500 and 6500rpm along with 332lb ft of torque from 1380rpm. I know we've come along way since the original E21 Three and that 40 years is a long time but it's significantly more thrust than the 143hp and 140lb ft that would have been found in the range-topping E21 323i!

Perhaps one indication as to how the 3 Series has changed over time is in the choice of transmission in our test car – the eight-speed auto – and, yes, while the six-speed manual is the standard transmission for the car BMW expects very few to opt for it. Indeed, if you buy a 340i Touring it can only be had as an auto. Effectively the 3 Series has grown up – it's in its 40s now and has a family to support and bills to pay... we know how it feels!

That's not to say it doesn't still know how to party when the mood takes it and on these sumptuous Austrian roads it'll really lift up its skirts and dance

with the best of the youngsters. There have been changes to the Three's suspension for this face-lifted version and it still retains a delightful rear-drive balance and composure, yet retains a pretty supple ride, especially on these well-paved roads.

Given how it's grown compared to the earlier cars it still feels remarkably wieldy and agile even on some of the tighter roads but we weren't overly enamoured with the Variable Sport Steering fitted to our test car and subsequent drives in face-lifted F30s without it demonstrate it's definitely an option to be avoided as it feels overly artificial in both weight and response.

Yes, the world's moved on significantly since the 3 Series was born and while the latest car's bigger and more sophisticated than it has ever been and has more electronic gadgets and gizmos than you can shake a stick at, it still retains enough sporting DNA for you to know you could only be driving a 3 Series.



E21 316	E30 320iS	E36 323i	E46 328Ci	E90 320si	F30 340i
ENGINE: In-line four, 12-valve	In-line four, 24-valve	Straight-six, 24-valve	Straight-six, 24-valve	In-line four, 24-valve	Straight-six, 24-valve, turbo
CAPACITY: 1573cc	1990cc	2494cc	2793cc	1997cc	2998cc
MAX POWER: 90hp	192hp	170hp	193hp	173hp	326hp
MAX TORQUE: 90lb ft	180lb ft	181lb ft	206lb ft	148lb ft	332lb ft
0-62MPH: 13.0 seconds	7.9 seconds	8.0 seconds	7.0 seconds	8.1 seconds	5.2 seconds
TOP SPEED: 100mph	141mph	141mph	150mph	140mph	155mph
ECONOMY: 24.6mpg	23.0mpg	31.4mpg	31.0mpg	31.7mpg	36.7mpg
WEIGHT: 1020kg	1210kg	1385kg	1395kg	1325kg	1605kg
PRICE: £3429 (1975)	Not on sale in UK	£21,640 (1997)	£28,995 (1999)	£25,000 (2006)	£38,125 (2015)



The underlying character of the 3 Series endures from generation to generation, complemented by the addition of new technological advances. Its design has likewise been shaped by a characteristic BMW sense of continuity and evolution. Indeed, throughout the model range's history, its striking front end with twin circular headlights and familiar BMW kidney

grille, the dynamic lines of the car's flanks and the powerful rear end have always been quick to catch the eye. As for the interior, the unmistakable driver-focused cockpit design already established itself as a key element in the first model generation.

Over the years the car's changed significantly, but so has the market, the world we live in and its target

audience. It's now faster, more economical, roomier and has safety features that an E21 could only dream about. Some will mourn the loss of steering feel, the light weight and soul of the original but one thing has remained constant – the 3 Series is still the world's finest sports saloon and long may that tradition continue. Another 40 years would do for starters... ●



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PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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Sound Decision

A blue BMW 2002 sedan is parked on a rocky, sunlit beach. The car is positioned on the right side of the frame, showing its rear three-quarter view. The background features large, rugged cliffs under a bright, clear sky. The lighting suggests a sunny day, with strong shadows and highlights on the car and the rocks.

Clarion in America is planning to create a series of upgraded classics to show off its abilities and this stunning 2002 is the first machine to get the full treatment

Words: Ryan Jurnecka Photography: Jessica Walker

CLARION 2002





The engine in the 2002 has been treated to some sensible modifications such as higher compression pistons, an intake manifold and a pair of Weber carbs

I have a bucket list of cars I wish to realistically own at some stage before I die. This list includes a second-generation Alfa Spider, a '60s Ford Mustang, maybe even an old '50s Cadillac convertible to drive out into the desert en route to Las Vegas or Palm Springs. But there's been a favourite at the top of this list for some time now. On top of the heap is the BMW 2002 – a car I've had a vehicular crush on for almost 20 years. The angled shark-like nose with bulging single headlights on either side of the twin-kidney BMW grilles was love at first sight for me. Then there's the rest of the car – a small, boxy but sporty body culminating in a rounded rear with either round tail-lights (looking more like afterburners than safety equipment), or the more conventional square lamps. It's gorgeous, cute, and sexy all at the same time.

Most enthusiasts are at least somewhat familiar with the '02, but the abbreviated story of its development goes something like this: after financial struggles during the 1950s, BMW went back to smaller 1.5- to 2.0-litre-powered saloons, after predominately making luxury vehicles since the war ended. The 'New Class' started with the four-door saloon, the 1500, in 1962. It was the manufacturer's first brand-new car and new engine since the early 1930s. The 1800, 1600, and 2000 came in the years to follow with various evolutions in the M10 four-cylinder engine through each variant.

In 1966, the 1600-2 was developed as a more affordable version of the 1600. It was shorter, with

less luxuries, and had only two doors, hence the '2' designation in the name. Following the path of the earlier New Class models, the 1600-2 (or 1602 as it came to be called later) was given the 'ti' (touring international) treatment by treating the 1.6-litre M10 to a 9.5:1 compression ratio and dual Solex side-draft carburetors, resulting in 105hp.

Then two simultaneous events occurred, giving birth to the 2002. First, BMW's US importer, Max Hoffman, wanted a sportier version of the 1602, since the 1602ti could not pass US emission standards. At the same time, Helmut Werner Bönsch, the director of product planning for BMW, and Alex von Falkenhausen, designer of the M10 engine, discovered they both privately drove 1602s modified with the 2.0-litre from the 2000 saloon. The two executives pitched their idea to the board to create a 2.0-litre 1602 for the public. Thus the 2002 (20 for 2.02.0-litre, 02 for two-door), and the true beginning of a sport-saloon, was born. The 2002 came in two specs originally: the standard single carburettor version producing 100hp, and the dual-carburettor ti producing 120hp. In 1974, the car's looks changed slightly by adding US safety regulated larger front and rear bumpers and eliminating the round tail-lights for more conventional rectangular ones.

Clarion, makers of high-end vehicle audio and electronics, decided to start its new Clarion Builds project division with the '74 BMW 2002 you see here. After realising that everybody who works at Clarion has some level of car-fever, the company has

decided to pick iconic cars to restore from the ground up, while adding subtle touches of modernity to show off the company's wares. According to Clarion, the cars won't be gaudy show cars without real road-going practicality but rather a tasteful tribute, ensuring any modifications blend right into the original architecture of the car. During the build, status updates were posted on bimmerfest.com, Facebook, Twitter, and other various online outlets for Clarion fans and automotive enthusiasts to follow.

When Clarion acquired the 2002 from a local seller, it appeared to be in fairly decent condition. The car had been a daily driver and it showed. The paint, original Fjord blue, was faded, the dashboard was cracked, and signs of rust were here and there. Like a frumpy housewife getting a makeover on daytime TV, this BMW was exactly what Clarion had in mind to restore and show off its brilliance.

The 2002 was sent to BMW classic restoration shop Coupe Kings to be stripped down piece by piece to the bare shell. Once stripped apart it was evident that rust was more of an issue than previously suspected. Many of the car's panels had to be replaced, with new ones sent from the BMW warehouse in Germany to then be subjected to 'hours of cutting, welding, hammering, fitting, and refitting', according to the company's detailed posts of the build on bimmerfest.com. The new rust-free body was then sent to Diamond Hills Collision Centre to be fine-tuned and painted its original Fjord Blue.

Back at Coupe Works, the engine was completely



1974 2002

ENGINE: 2.0-litre in-line four-cylinder

MAX POWER: 140hp

MAX TORQUE: 150lb ft

MODIFICATIONS: Dual Weber DCOE 40 carburettors, K&N Custom air filter, BMW E30 in-tank custom modified fuel pump, CP Racing 89mm 10:1 CR custom pistons, Ireland Engineering intake manifold, Coupe King stainless steel exhaust with Magnaflow resonator

GEARBOX: Five-speed manual, BMW Getrag 245

overdrive transmission, 320iS limited-slip differential conversion

SUSPENSION: Koni adjustable front and rear struts, Eibach 2.5-inch ID front springs, Ireland Engineering five-inch rear race springs, Ireland Engineering 22mm sway bar, Ireland Engineering urethane bushings, boxed rear control arms

WHEELS & TYRES: BBS RS001 wheels 7x15-inch; Toyo Extensa HP tyres 195/50R15





The original design might be 50 years old now but the '02 still looks perfectly proportioned and looks superb sitting on lowered suspension and BBS rims

rebuilt with all internals replaced, combustion increased from 8:1 to 10:1, and a custom intake manifold by Ireland Engineering. In addition, the 2002 was given a quasi ti treatment by installing dual two-barrel side-draft Weber carburetors, increasing the M10's output to the rear wheels by nearly 60hp. A custom-made oval air filter and housing from K&N sits next to the throaty Webers. Suspension and brakes were also upgraded with components from Koni and Wilwood.

A vintage-era-appropriate set of BBS RS001 wheels was sourced and restored, adding an appropriate performance touch to the vehicle's looks. To improve on the 2002's classic good looks, the unattractive, larger impact bumpers were replaced with the smaller, sleeker bumpers from a pre-'74 2002.

Inside, the car features seats also from the first generation 2002. The older seats, door panels and consoles have been given a gorgeous leather treatment in the vein of the European exclusive deluxe versions offered at the time. The dash is now sans crack and is faultless. The headliner is velvet-soft Alcantara. The steering wheel, shift knob, and hand brake handle have been replaced with Nardi components, offering yet another level of sophistication to the car.

And let us not forget the major Clarion touch given to it. Inside the rear of the car, BP Autosound installed a custom liner in the trunk housing two ten-inch

subwoofers capable of handling 1000 watts, an exhibition clear case displaying the amplifier, LED trim lights to show off the hardware, as well as an array of speakers inside the car. The trunk is still nearly as functional as stock, since everything is embedded. The sound is predictably impressive. In addition, a navigation screen has been integrated into the centre console displaying the cutting-edge tech you'd want or expect in a modern car.

All of this is very impressive, of course, but it's only a laundry list without saying how it actually drives. The canyon roads that carve their way through the famed Malibu Hills seemed like an appropriate place to experience the 2002's legendary dynamics. It flings itself through the canyons like it's homesick, not having seen them in years. Which brings us back to those seats. BMW didn't bother much with side bolsters back in the '70s, it appears. During heavy cornering, I was clutching the wheel while my shoulders seemed to alternate touching the driver and passenger doors.

Also everything is heavy in this car; the non-power steering is like twisting a giant steam valve, the brakes wreaked hell on my leg with the amount of energy required to push it down. The shifting was vague – I kept hoping I was shifting into third and not fifth. Oh, and forget about air conditioning to provide relief in the 100-degree heat.

But I'll be damned if I couldn't stop smiling the

entire time. The engine has a fantastic amount of grunt (though not 'modern fast'), the exhaust note coming from the Magnaflow exhaust is a gravelly and growly tenor to accentuate the experience. It's also incredibly fun watching the car dive into the corners, the angled hood in front of you like an arrow pointing its way through the apices. It was a perfect California car on a perfect California day; the smell of eucalyptus and pine in the mountains leading to the salty ocean breeze dropping down onto the Pacific Coast Highway. At speed, the open windows channel enough fresh air and nostalgia over me to substitute for air conditioning, and never once did the car threaten to overheat.

The Nardi 390 wooden steering wheel adds even more of a classic feel to the car than the stock plastic wheel could. The clutch was also impressively easy. The turning radius was exceptional. Hell, even the fuel economy was great. There were plenty of turned heads and thumbs upturned throughout the day, and I couldn't agree with them more.

There's no wonder this car is still seen so often, especially here in Southern California. At BMW meets, they are nearly as common as an E30. After a BMW 2002 experience in a car as immaculate and lovingly retro-modified as this, the 2002's place as number one on my 'must own' list is now cemented. Even if it is 'common'. Now, to see how much they're going for on Craigslist ●

Protect Yourself

Car theft is becoming an increasing problem with organised gangs of thieves using increasingly sophisticated methods. One of the best ways of protecting your pride and joy is with a BMW Trackstar

Words: Bob Harper



It's a sad fact of life that if you possess something nice – be it a car, a phone, an item of jewellery – you can bet your bottom dollar that someone will want to take it away from you. When it comes to cars there are a plethora of devices on the market that should be able to keep you pride and joy safe and sound and some are certainly more effective than others. Car alarms are all very well, but we're pretty sure that all of us have been guilty of ignoring the plaintive tone of an alarm siren going off – they were so unreliable at one stage that you more or less ended up ignoring them.

While a good alarm is obviously still a deterrent to the would be thief, increasingly these days sophisticated tracking systems are becoming more popular and they obviously have the added bonus that you'd hope to get your car back, too. Trackstar is one of the biggest names out there when it comes to vehicle telematics, providing cutting edge tracking systems for the automotive industry since it was launched back in 1999. And for the past eight years

Trackstar has been BMW's only approved Stolen Vehicle Tracking (SVT) system and with the latest systems it offers protection that goes far beyond just vehicle tracking. To see what the latest BMW Trackstar systems do we've had one fitted to one of our *Longtermers* fleet and we've been very impressed with it – most importantly we know where the car is via Trackstar's new app that's now available both for Android and Apple phones.

BMW and Trackstar have worked closely with Thatcham (the motor insurers' automotive research centre who set the rules when it comes to vehicle security systems) to develop cutting edge systems to deter and hopefully defeat the criminals who might want to take your car. Thatcham has a series of categories – we're sure you'll have heard the terms Cat 1 or 2 (which refer to aftermarket alarm categories) – and when it comes to SVTs there are three basic categories – Cat 5, 6 and 7 – which determine how much protection they offer. Cat 7 is a VHF-based system that depends on Police vehicles

being fitted with equipment to locate vehicles. Cat 5 is the highest category, but it's Cat 6 we're most interested in here as that's what we've had fitted and what we have experience with.

The BMW Trackstar Cat 6 is a small electronic device installed covertly in your vehicle that utilises the latest GPS Stolen Vehicle Tracking technology, GSM, and a unique integrated motion detector. It accurately captures your vehicle's location every 20 seconds. This allows your vehicle to be successfully located and tracked to ensure it is returned to you as soon as possible. With the average recovery time at three hours, BMW Trackstar Cat 6 provides complete peace of mind.

Or almost complete peace of mind. Unfortunately, as thieves are becoming more and more sophisticated they are increasingly using electronic intervention (often known as key cloning) to steal cars – not just BMWs we should add, although the vast majority of the press seems to think so – and with a cloned key the Cat 6 system won't necessarily

know the car has been stolen. Which is where the BMW Trackstar Cat 6 Advance comes in, and it's this system we've had fitted. It utilises an electronic key-tag to provide an advanced level of theft prevention. Issued alongside the car key, the key-tag connects with an in-car immobiliser and recognises the driver as the owner of the car. The key-tag must be present alongside the car key in the vehicle in order for the ignition to start. No tag no start! If an unauthorised person without the key-tag present drives the vehicle away, the Trackstar Advance unit automatically sends a message to the Trackstar Control Team.

The Trackstar Control Centre can then monitor the location of your vehicle and inform the UK's local police authorities – it has excellent links to all forces – and thanks to Trackstar's Eurowatch arm your car can be tracked and recovered by police in over 40 different countries.

There are a number of other functions of the Cat 6 Advance system that show how many different scenarios BMW and Trackstar have envisaged. If the car's battery is disconnected a message is sent from the car to Trackstar – the vast majority of these alerts will be from cars being worked on in workshops when the car's having routine maintenance – but if a battery disconnect warning flags up in Trackstar's Control Centre at 3am in the morning the police will be immediately alerted! If the car moves without the key tag being present – say if it was being loaded onto a low-loader or on a ferry then Trackstar will be

alerted. Within the app you'll find all the contact numbers for Trackstar so you can alert them that the car's about to go on a ferry or low-loader, or to inform them it's been stolen. If you happened to lose the immobiliser key tag you can even call Trackstar who can remotely deactivate the immobiliser (after you've answered some security questions) so you can start the car and continue on your journey – clever stuff.

What makes the Trackstar SVT unique is the Trackstar app for your phone that increases the functionality of the system and gives you visual peace of mind that your car's where you last left it. Setting up the app itself is a doddle and once you've entered your unique pin code you can see your car on a map, or if you prefer, a satellite image. The vehicle will appear as a dot with a green circle around it and you then have the option to put a 'Geofence' around the car. You will be sent an email if the car is moved away from that location. You can set up different locations and give them different labels – home, work etc – and add the times you want this Geofence to be active. This could be particularly useful if you've left your car at an airport for example.

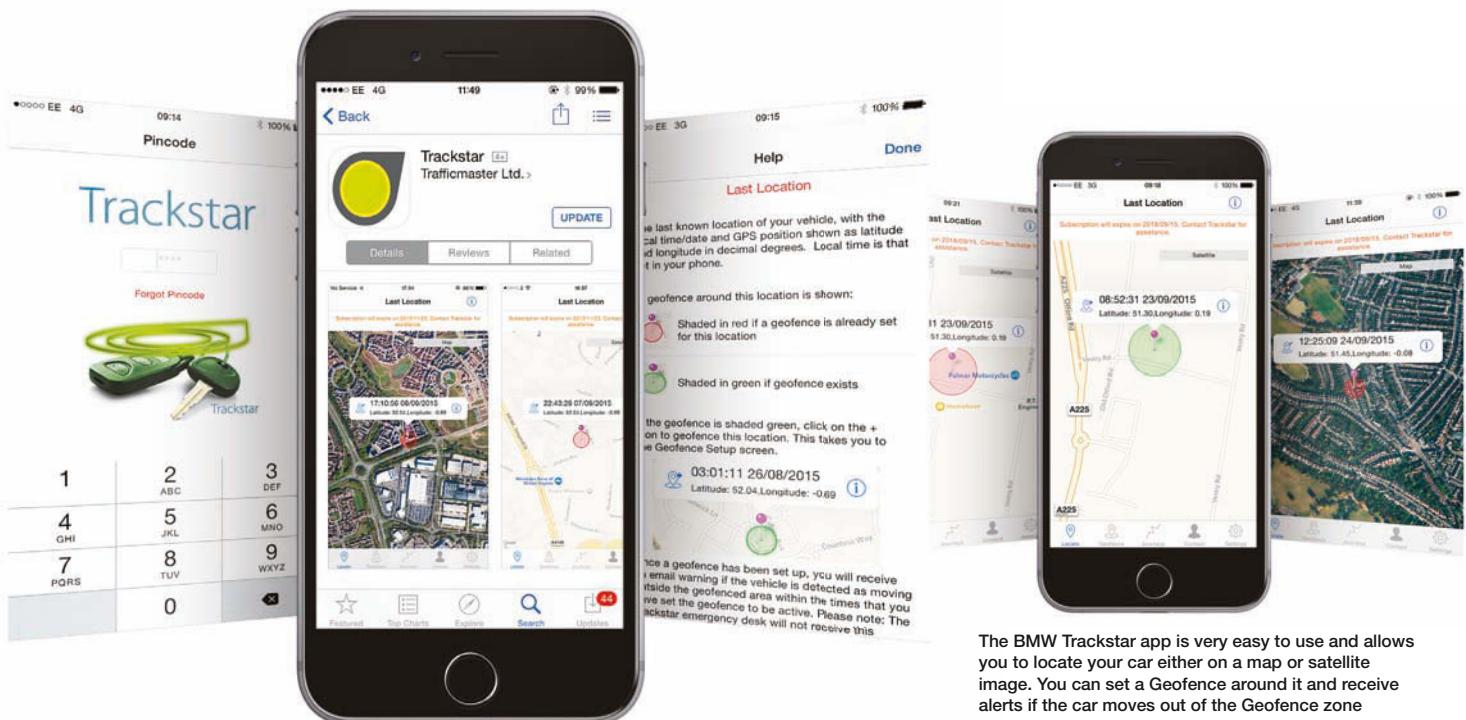
Further functions of the app include a recent journey history function that allows you to see where you've been in the last seven days – useful for working out those mileage expenses claims – and you can even replay a recent journey showing the car's position and speed at any one time which might be helpful when deciding whether to challenge a

speeding offence. The good news is that anyone with a fairly recent Trackstar system (around three to four years old) will be able to download the app and use it with their current Trackstar unit.

Whether or not you decide to opt for a BMW Trackstar system will depend on many factors – the value of your car, where you live, the demands of your insurance company and how vulnerable you feel your car is. It's also worth remembering that the system can be installed to classic BMWs too and given the way some models are rising in value and are perhaps easier to steal an SVT looks like money well spent to protect your asset. Generally speaking Trackstar reckon that any car with a value of over £70k will need SVT in order to get a reasonable insurance quote, but there are certainly some exceptions to this – in some postcode areas it is now becoming almost impossible to insure certain cars without SVT installed. The cost of the system may also be a stumbling block for some owners, but you could argue that it's almost impossible to put a price on peace of mind. BMW Trackstar systems start at £399 for the Cat 6, rise to £649 for the Cat 6 Advance system we've had installed while the range-topping BMW Trackstar 5 costs £749 – and all those prices include fitting and VAT.

On top of that you'll need a subscription to the service which starts at £168 per year for the Cat 6 and rises to £549 for three year's coverage on the Cat 5 system – for our Cat 6 Advance we opted for a

BMW and Trackstar have worked closely with Thatcham to develop cutting edge systems to deter and hopefully defeat the criminals



The BMW Trackstar app is very easy to use and allows you to locate your car either on a map or satellite image. You can set a Geofence around it and receive alerts if the car moves out of the Geofence zone

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BMW TRACKSTAR CAT 6 FEATURES:

- Locate my vehicle
- Wherever you are, check that your vehicle is safe by simply logging into your account.
- Journey Track
- Vehicle speeds and routes are recorded so you can track where your vehicle has been
- Mileage Capture
- Whether you're travelling for business or pleasure, capture your mileage for every journey

three-year subscription at £450. Some of this cost can be clawed back by getting a cheaper insurance deal for a car that's covered by a BMW Trackstar but despite the fact that your insurer will almost certainly not have to pay out for a theft claim you're unlikely to see the full cost of the system recouped which is a little frustrating. Put another way, our system will cost us £1099 over three years which effectively works out at £1 per day which pales into insignificance when comparing it to the 'cost' of depreciation on a new car and could be seen as a very worthwhile way of ensuring your classic car that's appreciating in value doesn't go missing.

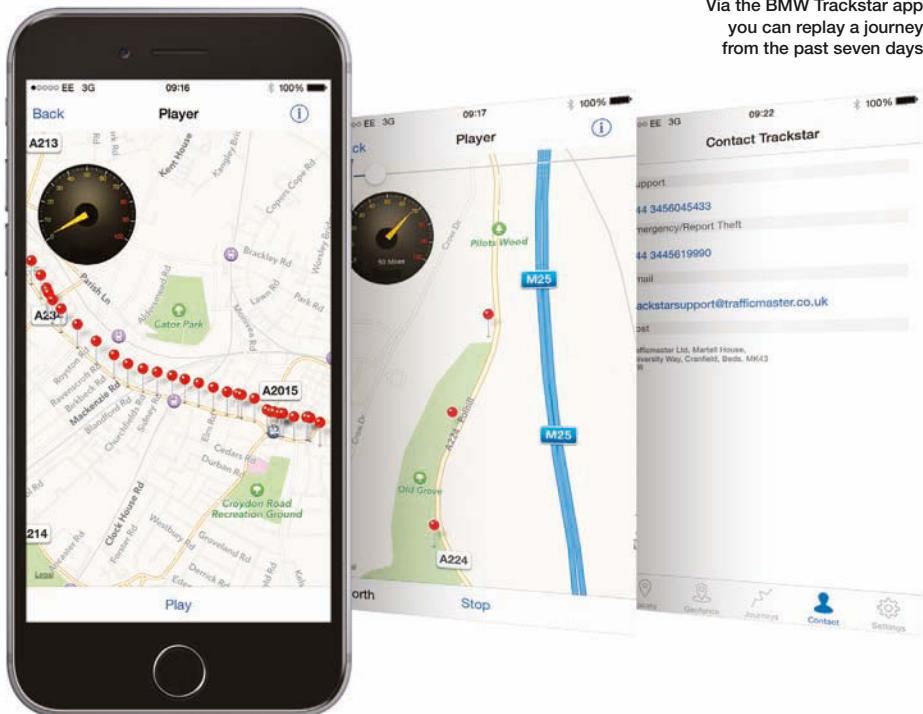
As we said at the beginning there will always be that criminal element who are intent on stealing your pride and joy and are using increasingly sophisticated methods to get what they want. Having a BMW Trackstar system will do much to protect you against that threat and to our mind that's got to be worth its weight in gold ●

CONTACT:

To arrange fitment of a BMW Trackstar system contact your local BMW centre

To discover more about Trackstar contact Trackstar Customer Services on 0345 604 5433

Via the BMW Trackstar app you can replay a journey from the past seven days



BMW TRACKSTAR CAT 6 ADVANCE.
STOLEN VEHICLE TRACKING WITH SOPHISTICATED DRIVER IDENTIFICATION TECHNOLOGY.

BMW Trackstar Cat 6 Advance utilises an electronic key-tag to provide an advanced level of theft prevention. Issued alongside the car key, the key-tag connects with the in-car system and recognises the driver as the owner of the car. The key-tag must be present alongside the car key in the vehicle in order for the ignition to start. If an unauthorised person attempts to start the car without the key-tag present, the Trackstar Advance unit automatically sends a message to the Trackstar Control Team.

BMW TRACKSTAR CAT 6 ADVANCE FEATURES IN ADDITION TO BMW TRACKSTAR CAT 6:

- Driver identification**
Sophisticated driver identification technology prohibits your vehicle starting if unauthorised.
- Thatcham CAT 6 Hardware**
Trackstar uses the latest electronic theft prevention device approved by Thatcham
- Eurowatch**
Utilises the expansive network of global theft prevention provider Eurowatch

BMW TRACKSTAR CAT 5.
HI-TECH THEFT DETERRENCE WITH STATE-OF-THE-ART DRIVER AUTHENTICATION.

The BMW Trackstar Cat 5 unit operates in the same way as the BMW Trackstar Cat 6 unit but has the additional benefit of a Driver Authentication Device. When this device is present inside the car the BMW Trackstar Cat 5 unit can identify that the person driving the vehicle is authorised to do so.

In the event of a theft the absence of the Driver Authentication Device alerts the Control Centre who can then locate the vehicle. With reports showing that an increasing trend amongst car thieves is to

BMW TRACKSTAR CAT 5 FEATURES IN ADDITION TO BMW TRACKSTAR CAT 6:

- Thatcham CAT 5 Hardware**
Trackstar uses the latest electronic theft prevention device approved by Thatcham
- Driver identification**
Sophisticated driver identification technology which alerts Trackstar Control Team in the event of unauthorised vehicle use
- Eurowatch**
Utilises the expansive network of global theft prevention provider Eurowatch

MISSED AN ISSUE OF YOUR FAVOURITE BMW MAGAZINE?

E39 M5

Description: how some £30,000 cars drive to a very different level and while you won't pretend it's for a living car to drive, you will be hard-pressed to find a better one of trust since in your life. It could be a sound investment, too...

Forgotten Giant

It is a world exclusive and we have granted access to the M6 prototype and the story behind the awesome machine - the Eight that BMW should have built. Words: Christopher Green

M4 vs M3

With the new M4 finally here an all out battle was always on the cards. So how does the new M car fare against its well-established predecessors?

Words: Simon Holmes Photography: Dave Smith

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E65 V8 7 SERIES

The E65 was a shock when it arrived but it's actually aged rather well and the V8 versions in particular offer staggering value for money as a used buy

Words: Andy Everett and Bob Harper Photography: BMW

There's no doubt that when the E65 7 Series arrived on the scene back in 2001 it was a big shock. Huge, in fact. The three generations of car that had preceded it had possessed a certain understated style – they might have been the all-singing, all-dancing range-toppers packing the latest up-to-date technology but they didn't shout about it with the way they looked. So it was understandable when jaws dropped and tongues wagged with the arrival of the E65 7 Series.

Whereas the previous machines had managed to hide their size with delicate styling it almost seemed that with the E65, Adrian van Hooydonk (the car's chief designer) had gone out of his way to make it seem as big and as imposing as possible. And dare we say it, a little ugly, too. The kidney grilles were huge, the headlights gave it the look of a lugubrious drunk waking up after a particularly heavy session and the slab sides led to the famous bootlid

treatment that was soon dubbed the 'Bangle Butt'. Pretty? No. Imposing? Yes.

But it wasn't just the exterior that shocked the BMW world as inside there were so many new things to get used to. The handbrake was BMW's first electronic effort – a push button to the right of the steering wheel on the dash and the gear lever had moved to the steering column... which made space on the centre console for the new, all-singing, all-dancing iDrive system. We've become accustomed to this over the ensuing 14 years or so but back in 2001 it took a little getting used to, especially as in its first incarnation the iDrive was far from intuitive and clunky in some respects – changing radio stations was a very awkward process for those of us brought up on push button presets.

So far we haven't really painted very positive picture of the Seven, but while there was much to confuse and confuddle new owners there was also plenty to like. Performance and economy were both

pretty decent from the new Valvetronic V8s and there was so much gadgetry packed into the car that it could more or less do anything. And the best bit is that today you could be running around in one from as little as around £4000. There are cheaper ones out there but we reckon you'd probably be best avoiding the lowest end of the E65 market as you could end up buying a whole heap of trouble. The best news is that large petrol V8 engined limos aren't in huge demand right now so you should be able to bag a bargain – you'll struggle to spend more than £10k on one of these and that would be for a low mileage later face-lifted example with full history and all the bells and whistles.

We're concentrating on the V8 models here – diesels are more expensive – and there's something about the E65 that really suits the urgency of the V8's performance. If you do a high mileage it probably won't be your cup of tea, but if you tend to cover a lower than average distance in your car then



you do get a huge amount of bang for your buck with an E65.

The 7 Series was initially launched with a 272hp 3.5-litre V8 and a 333hp 4.5-litre V8 and while both engines were more than capable of putting the Seven along at a considerable pace thanks to the inclusion of double Vanos and Valvetronic, it was the 4.5-litre version that would prove to be the best option. The extra 61hp and 66lb ft of torque meant a 0-62mph time of 6.3 seconds compared to the 735i's 7.6 seconds and the difference in fuel economy between the 735i and 745i was so small that the latter was the obvious choice for those with the extra £4000 to spend.

Both cars were very well spec'd as standard and all V8s came with DSC, PDC, leather upholstery, 18-inch alloys, sat nav, BMW Professional radio and Hi-Fi speaker system, CD changer, dual-zone auto air-con, Dynamic Drive, electric front seats and cruise control. The long wheelbase Li models added self-

levelling rear suspension and a sun-blind for the rear windscreen. There was also a Sport option, and while it lacked a body kit, it did include 19-inch wheels, Sports suspension, High-gloss Shadowline trim, Sports seats, a three-spoke wheel and matt Vavona wood.

Naturally enough the options list was extensive and you could have spent the price of a 3 Series on upgrades, if you so wanted. Electronic damper control (£760), bi-xenon lights (£470), Logic7 speaker system (£500), Comfort seats (£1160 for the front and £1960 at the back), Club leather (£2860) and a rear entertainment package (£2250) gives you some idea of what was on offer. You could also have heated, cooling and massage seats, soft close doors, double glazing and a TV, too.

In 2005, the E65 received a face-lift, which softened its hard-edged features and, to our eyes, gave it a much more pleasant visage, even if it did lose some of its outright aggression. The styling

changes were subtle but made a big difference, resulting in a far more cohesive design, with slightly larger kidney grilles, reshaped headlights with floating angel eyes, a larger front valence and restyled foglights, while at the back the rear bumper was mildly tweaked, the light clusters now wrapped around the bootlid and a thin chrome strip ran from edge to edge just above the numberplate. On the inside there was nicer wood trim and revised iDrive with a reshaped, leather topped controller. The V8s were upgraded, too, with the arrival of a 306hp 740i to replace the 735i and the 750i with its 367hp 4.8-litre engine replacing the 745i.

Over the year there were some minor spec changes but broadly speaking the V8 machines remained unchanged, although a sunroof became standard and Dynamic Drive was demoted to being an option during the car's life. Eventually the E65 bowed out in 2008 to be replaced by the first of the F Generation machines, the F01 7 Series.



Wheels, tyres and brakes

The E65 came on a variety of 18- and 19-inch wheels; 17s were available on the six-cylinder cars only. 18- and 19-inch tyres are relatively inexpensive these days. You can get a set of four 245/50x18 Hankooks fitted for around £400 or a pair of front Pirellis for £250. 19-inch wheels? A pair of 245/45x19 Dunlop SP Sports are just over £260 and a pair of 275/40x19 Vredesteins about the same. Chinese tyre companies like Maxxis, Landsail and Davanti are on the ball these days – pay around £80-90 each for these sizes and all three have decent wear, noise and wet grip ratings.

Regarding the brakes, discs and pads can be bought from the aftermarket, with quality brake discs like Pagid being around £110 a pair and front pads under £40 for the set. Brake hydraulics are good, and even the ABS block doesn't seem to give much trouble. If it does, forget buying new as it's pricey but reckon on £250 for a good used one. Valvetronic engines use a diesel type brake vacuum pump. These can fail (very hard brake pedal) and a new pump is £373. The E65 was the first BMW with an electronic handbrake. They use conventional calipers and the usual rear discs with the handbrake shoes inside. A big electric motor in the transmission tunnel area pulls on the handbrake cables and this system is generally okay... as long as the battery doesn't go flat, that is!



Bodywork

The E65 completely eradicated the E38's tendency to suffer from scabby rust – it really is a superbly built car. Double glazed glass can sometimes suffer 'milking' in the corners and edges. Make sure the spare wheel well is bone dry. If not it could be down to tired lamp gaskets or the boot seal; both these can be rejuvenated by Vaseline, if they're not damaged.

The vertical felt window channels need a shot of spray grease so the windows power up and down smoothly, taking the strain off the regulators. The window regulators are quite robust. Door handles also need a shot of spray grease occasionally, too. Ensure the sunroof drains are clear as a blocked one will soak the front carpet, damaging any modules underneath, such as the DSC system's yaw sensor (passenger front). Bonnet release levers can break if the release latches haven't been lubricated.



Buying one

The first thing you need to do is to make sure that an E65 is for you. It's a pretty large machine so make sure it'll fit in your garage/parking space and that it's not going to be too big for your needs. If you're looking at a pre-face-lift car you'll also need to make sure you can get along with the iDrive system – it's much harder to grapple with than the revised version in the later cars. With the familiarity that ownership brings, though, we reckon everyone should be able to get to grips with it.

Once you're satisfied you still want one you'll need to decide as to which engine suits you best – the 745i and 750i do seem more common than the two smaller-engined machines so you'll have more choice with the bigger power units. But if the right car comes up in the right spec we wouldn't discount any of the engine options. All are capable of covering ground pretty rapidly and servicing and

economy costs hardly vary between the four cars.

Try and hunt down an original brochure for the E65 and decide which options you really want – air conditioned massage seats might be enjoyable but you'll severely restrict your choice of cars if you limit yourself to having certain options. And while soft close doors and auto opening bootlids are nice to have, they do add complexity – and potentially cost – when they go wrong. If your air conditioned seat stops working you can live with it, but if your door or the boot won't shut, you can't! In terms of cost to repair, the big ticket items to avoid would be electronic damper control, Dynamic Drive and self-levelling rear suspension.

Otherwise the normal rules apply; look at as many as you can and get a feel for how they drive. Look for full history and evidence of recent expenditure and buy the best you can afford.





Engine

The original N62 was used in the 735i and 745 and it's a good reliable unit. It uses VVT Valvetronic technology yet is far less prone to the issues that afflict the four-cylinder N42 (VVT motors, timing chains, eccentric shafts and so on). However, it does have problems in old age. The first one is oil consumption due to worn rings/bores and anything that's a bit smoky is best avoided. Cars that have had regular oil and filter changes as well as long trips won't suffer from this, and we'd recommend an oil and filter change every year or 10,000 miles using a fully synthetic oil. The other problem is the coolant cross tube in the block. On the previous M62 V8 (E39, E38 etc), the tube was removable without a massive amount of dismounting but for the N62, BMW engineers designed it so the tube is sandwiched between the block and the front timing case. The official repair is engine out, heads and

sump off, which is around 30 hours of labour. Companies in the US sell an expanding tube that requires around six hours of labour but the part is still a few hundred dollars to buy. I've managed to repair one of these using a modified version of a standard BMW pipe and it cost around £600 – far more cost-effective on a £3500 car.

N62s also like to leak oil. The plastic cam cover gaskets are the main culprit but if they aren't badly cracked or distorted then a new rubber gasket, some proper quality sealer and careful fitting can reduce or eliminate this.

The later units on the 740i and 750i from 2005 (N62N units) are reckoned to be a better engine in terms of the bore wear and cam cover leaks but that's just because they're newer. The cam covers were improved in late 2006 but any N62 variant that's been properly maintained will be fine. Head

gasket problems are very rare. Vanos units can fail but they're more reliable than on the four-cylinder cars; sadly though, the vanos units and VVT motors are not the same as the four-cylinder units and used parts are rare. The DIVA variable intake manifold system seems to be reliable, too, but most of these cars will now need to have the crankcase ventilation system replaced – the oil separator valve and its rubber pipes.

No matter what year or engine it has, the car must run perfectly smoothly. A new MoT is a fair indicator that the engine is running fine, as any problems with over-fuelling, misfires or the VVT system not working correctly will result in a fail on emissions. A new VVT motor is £230.

Cooling system prices? From BMW a radiator is £461 and a water pump £256 – pay £175 for a Hella radiator and £67 for a Circoli water pump.



Steering and suspension

Here is where money can be consumed. The E65 is a heavy car and at over ten years and 100,000 miles, you may well need to replace parts.

The E65 comes with three separate suspension types: standard cars; EDC; and Dynamic Drive. The standard Boge Sachs dampers have a good long life and even at 100,000 miles they're generally still okay. They're £311 each from BMW and about half that from Boge via ECP. On to the EDC; many E65s come with it and front struts cost over £800 each. Dynamic Drive, though, is another can of worms. If its anti-roll bar motors start leaking it needs to be replaced, costing £1527. In other words, then, it's probably worth avoiding. The original 735i and 745i brochures claimed that it was standard equipment but it was a common option on these cars. By the time the E65 was face-lifted in '05, it was standard only on the V12 cars. If the car you're looking at does have it, inspect the roll bars carefully for leaks and pray. The rest of it is down to wishbones, balljoints and bushes. After a slow start, the aftermarket has caught up with the E65 and you can now buy standard type front dampers as well as suspension arms, drop links and bushes from the likes of Euro Car Parts. You will struggle to find a servotronic steering rack though (£2000 new) and this is where breakers come in useful. Be aware, though, that E65s are not being scrapped at anything like the rate that the E38 is. E65s are still in demand and breakers are having to buy complete running cars to service the demand for used parts.

Electronics

This is the area where most of the E65's ills will be found. Early cars were a bit of a disaster with a multitude of problems such as all the windows opening at once randomly and plenty of other glitches. However, BMW got on the case and worked hard to rectify this and these early cars should all have been modified by the dealers at each service as software upgrades came along plus, of course, warranty repairs. By 2004 the car was pretty much debugged but that's not to say they're perfect because no car of this age and complexity can ever be. The battery really is the life source of the E65. It

has to be both the right amperage, correctly coded to the car's battery control module, and it must also be in perfect condition. Anything less and the car will misbehave – even new cars in BMW showrooms that had been sat overnight with the interior light left on would be a pain until the battery had been trickle charged and any fault codes erased.

There are many options on the E65 to add to the complexity – electronic damper control, tyre pressure control, automatic bootlid actuation, comfort access, soft closing doors, heated comfort seats, active cruise control, TV function and so on. The iDrive system was

in its infancy in 2001 and it does take some getting used to, both if you're coming from a pre-iDrive era car or regressing from a newer one. The CD player in the glovebox can fail and the sat nav is at the age now where a TomTom stuck to the screen can do a better job as it can often crash, as can the iDrive system, while the radio is known for just stopping dead. If you buy an E65, you may as well put your voltmeter on eBay because to fix one of these you need a laptop with both INPA and a clever 12-year-old to tell you how to use it. Do not underestimate the E65's capacity for generating odd electronic problems.





Interior

Much of what goes wrong here is covered in electrics but there are a few titbits. Steering wheels can look a bit ropey at this age, particularly the earlier ones with the light coloured leather. Unless the leather is damaged it's best to do any reconditioning with the wheel on the car as removing it will require the use of diagnostics to

recode it, particularly the airbag warning light.

The E65 was the first BMW to use the current type key and starter button and, as it wears, the key and steering lock can become recalcitrant. Whilst it's possible to take it apart and just remove the steering lock peg, this is now an MoT fail as it needs to work. They can be reprogrammed with wider

parameters to cure this, and Grosvenor Garage in Reading is adept at this.

Finally, radio reception problems can often be caused by a failed diversity amplifier, and a new one is often a better plan than trying a used one – they are not as failure prone as those used on the 5 Series Touring, for example.



Transmission and drivetrain

The E65 broke new ground in 2001, having a six-speed automatic gearbox with mechatronics. Mechatronics means that the gearbox ECU is combined with the valve body in the gearbox itself but despite the ECU being immersed in hot oil, it actually very rarely fails. The actual valve body unit can, however. On the previous five-speeder, the two halves of the valve block had a paper gasket in between but due to higher line pressure, the six-speed valve block uses a special black sealer that is applied at the factory. In old age it's quite possible that a bit of sealer can get blown out, leading to a pressure drop in that circuit. This will show up as a harsh shift as the ECU tries to compensate.

A harsh first to second (and vice versa) shift is common so you need to see if a software update resolves this. Early cars did have a number of software updates to improve the unit but if the car

has this problem then either another gearbox is needed or a new Mechatronics unit from BMW, at £3000. Other problems include the finned plastic sump/filter unit leaking and the only answer is a new sump – they aren't silly expensive at £165. As for oil and filter changes, these units are sealed for life but a new sump/filter and topping up with the correct unit will do it no harm at all. The gearbox can also leak oil from the rubber gasket around the electrical plug in the side of the box and, as there is no dipstick, any oil leaks must be rectified immediately.

Apart from these issues, the six-speed 'box is a good tough unit that doesn't suffer from split brake drums like the previous five-speed 'box did. There can be problems with the electronic selector switch on the column but, overall, the transmission is surprisingly reliable. The propshaft and differential almost never give any trouble.



	BMW DEALER	SPECIALIST
OIL SERVICE	£165	£175
OIL SERVICE PLUS MICRO FILTER	£285	£227
BRAKE FLUID	£81	£64
VEHICLE CHECK	£79	£79
FRONT BRAKE PADS	£207	£160
REAR BRAKE PADS	£212	£158

Service prices courtesy of Synter BMW Sheffield (0114 275 5077)

and Grosvenor Motor Company, Reading (0118 958 3481).

Prices are inclusive of parts and VAT.



Verdict

Should you buy an E65? If you're brave and like gadgets then go for it. 14 years ago, the E65 really was a tremendous thing and even now a good one is an incredible blend of dynamic ability, intriguing gadgets and sheer go. The 745i and 750i really do shift and the smaller-engined versions are not shy

either. We think in time, the E65 (particularly the pre-face-lift) will become a cult car because it really did move the game along. As ever, avoid the cheaper cars that don't come with invoices and a well-stamped service book – they are not worth having unless they're cheap and you're useful with spanners; if all

else fails, you can make a decent profit breaking it! Good ones with 100,000 miles or less start at £4000 and if you're less than confident about checking it out then getting a BMW dealer or specialist to put it on a ramp for an hour to check everything, including the emissions, will definitely be money well spent ●

E65 7 Series – V8 models

	735i	740i	745i	750i
ENGINE:	V8, 32-valve	V8, 32-valve	V8, 32-valve	V8, 32-valve
CAPACITY:	3600cc	4000cc	4398cc	4799cc
MAX POWER:	272hp @ 6200rpm	306hp @ 6300rpm	333hp @ 6100rpm	367hp @ 6300rpm
MAX TORQUE:	266lb ft @ 3700rpm	288lb ft @ 3500rpm	332lb ft @ 3600rpm	361lb ft @ 3400rpm
0-62MPH:	7.5 seconds	6.8 seconds	6.3 seconds	5.9 seconds
TOP SPEED:	155mph	155mph	155mph	155mph
ECONOMY:	26.4mpg	25.2mpg	25.9mpg	24.8mpg
EMISSIONS CO₂:	259g/km	267g/km	263g/km	271g/km
PRICE (NEW):	£52,750 (2003)	£56,550 (2006)	£56,950 (2003)	£61,000 (2006)



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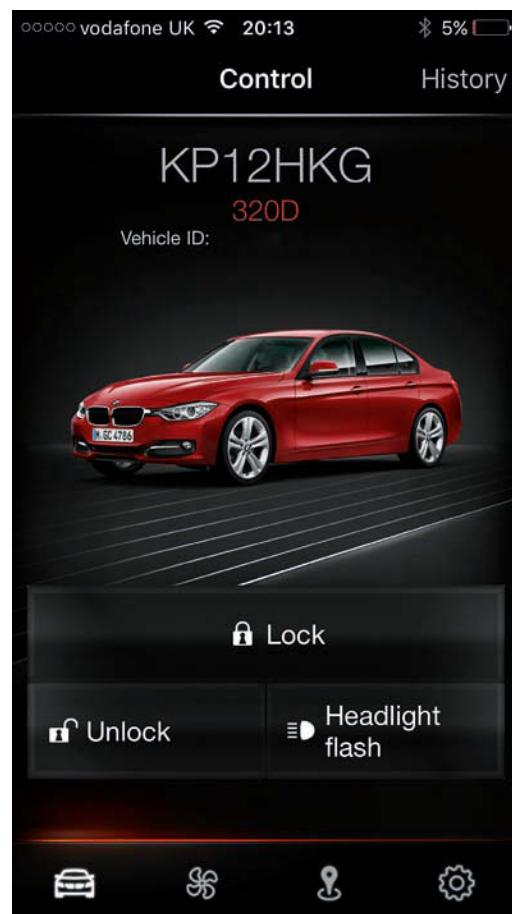
Punctures, MoTs, more sparkly bits and one of the fleet meets its maker... but in a good way!

F30 320d Sport

The mileage countdown to the next service continues on its merry way, and we're 3500 miles from someone taking the wheels off and whipping out the rear brake pads for a fresh set. Followed shortly after by an oil change and vehicle check, plus the front pads too I think. I'm still undecided as to whether to go the whole hog and do it all in one go, saving on garage visits. I'm also undecided as to whether to go main dealer or specialist, as there's a local garage with a good reputation which I could try. I'll have to give them a call and see if they're rigged up to accept the F30, but given the number on the roads one assumes this will be the case.

Vodafone gave me a new iPhone about, oh I dunno, twelve months ago, and ever since then I've not been able to use the BMW Remote app as I lost the registration details as a consequence. So I've been through the process again this month and finally got it working, just as a new iPhone 6S Plus arrived (which I'll be using to *finally* upload a 4K video review of KP12 to my YouTube channel – I know, it's only taken about a year since I mentioned it...). Naturally enough, I again neglected to take all the details off the old 5S (there's always something which gets missed with events such as these isn't there) so I poured myself a drink and pondered whether it was worth the aggro. Onto the 'phone again to a chap at a BMW call centre, and when we finally resolved the mine field which is its SMS and email-based password reset process, I was able to gain access to the app.

Not sure why I bothered though, to be honest. Does anybody out there actually use these things? The ventilation function merely activates the fan operation, not the air-conditioning, hence it makes about as much difference on a hot day as a particularly tired flea furiously flapping its wings on the parcel shelf. The lock/unlock function takes an age to transmit to and from the car (and good luck getting that confidence-



A new tyre was required this month and Black Circles and HiQ came up trumps; Mark wishes he'd remembered to reset the TPC though!



inspiring 'ok' message if your 'phone loses the 3G or 4G signal mid-way through the procedure) and besides, who the hell wants to remotely unlock their car anyway? And I can't really see the point of the remote headlight flash either, because by the time you've searched that remote festival or stately home car park where this feature is presumably of any practical benefit and found your car, the time taken to do so roughly correlates to the time taken for the headlight flash signal to actually reach the car. The app's a good idea, but the tech has some way to go before it works.

At least the front nearside Bridgestone Potenza has finally been replaced, courtesy of those efficient people at www.blackcircles.com, not to mention my preferred local fitment centre, www.hiqonline.co.uk/hiq-centres/carterton (01993 843987) who welcomed me on a chilly Saturday morning with a wireless code for the aforementioned 6S Plus (why are mobile 'phones regressing to the size they were in the 80s?) and a comfy sofa whilst the 224/40 R19 was smeared around the alloy in a scant 20 minutes. Excellent service,

highly recommend both outfits.

Still on the subject of tyres, the morning after we had the front replaced, the dashboard lit up claiming that one of the tyres had a puncture. It took a few seconds for me to register that the tyre fitment not 24 hours earlier probably had something to do with it, and indeed a message then appeared on the iDrive, stating what should happen next but at the same time, opining that perhaps the pressure sensor needed to be reset. Which we duly did and all has been well since. I had this problem last time too, as I recall. I really must make a note of these things...

Prior to receiving the aforementioned new tyre, KP12 again found itself dumped in North Oxford's secure parking area this month as I had the use of the new X6 for a weekend, and yet again here is an SUV/SAV which drew a cool response upon first acquaintance, but which I badly wanted by the end of the loan. Tellingly, the length of time it took to talk me around on this occasion was but just a few miles. Heading west down the A40 towards home, left arm again slung out across the

transmission tunnel, my mind went back to the E71 version I drove for April 2014's issue of *BMW Car* magazine. I said then that the meek may inherit the earth but they won't be driving X6 BMWs, and I stand by that statement. This is arrogance on wheels, a get-out-of-my-lane device. And I absolutely love it.

The loan car was a 30d M Sport, complete with tasty options such as the driver assistance package, which drove me mad down the M11 with its constant 'red alert' warnings from the instrument cluster. Does an engineer somewhere in BMW assume that stop, start traffic continues forward at a regulation 100 feet? So that soon got turned off. But otherwise, a combination of the new interior architecture (which is utterly gorgeous, locating the driver low down with a high waistline and prominent instrument pod) seriously impressive refinement wedged to push-you-back surge and the amusing sight of the tsunami of spray kicked up by the 315/35 20s out back really found favour with me. Funny how your opinion of something can really change when you spend some

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serious time with it. Twice.

We were again bound for Suffolk, and the X6 repeated its shrinking trick around the lanes. Grunty, grippy, and happy to be hustled. Then swing onto the A120 on the way home, warp to 80mph, ease the throttle and relax. Fields and towns slip by the side windows, the elevated driving position subconsciously lowers your heart rate and the excellent eight-speed auto discreetly sorts the ratios. Then you spy the journey computer and it claims this two tonne, two-storey motor is doing 34mpg. Alchemy achieved. And yes, I know, it'll be crap off road. But it's utterly pointless to score the X6's off-road abilities as it totally misses the point. You may as well assume that porn stars make good lovers. Just because something looks like it may be fit for purpose, doesn't mean it will be.

BMW doesn't make a bad car these days (although the hyperactive puppy that is the M135i is probably my least favourite of recent years). They make an awful lot of good cars, and I've heaped praise on pretty much all of them. This latest X6 though, crumbs it's good. Quite what

the next one will be like is anybody's guess but for now, I'll take an X6 40d M Sport over them all, including icons such as the M5 and i8.

So much so that I've been looking at used ones as yet another potential replacement option for KP12. They don't depreciate with quite the same venom as something like an F01 7 Series (another seriously tasty option – how does £18k for a 48k mile '09 750i with the full options list of night vision, radar, blind spot, lane guidance and HUD sound?) but nevertheless, low 30s seems to soon be the going rate for an X6 M50d, and that's one incredibly grunty motor. In short, lots to go shopping for when 2016 dawns in January.

In contrast to all this, a recent trip to Beaulieu motor museum almost seemed like an anti-climax. I hadn't been in a few years (er...twenty five, actually) and was expecting a significant difference as a consequence, but that feeling never really materialised. The much-lauded Top Gear exhibition was pretty poor in my view and the food in the main canteen area was awful. The main indoor exhibition area was impressive

enough, and the sight and (near silent) sound of a Rolls-Royce Ghost running whilst an engineer talked the crowd through its engine servicing and maintenance schedule was impressive, too. But that was pretty much it and more to the point, it's all they really had twenty-five years ago, too. And never mind that BMW content seemed very thin on the ground. Worse actually, the enormous model railway they had in those days has apparently been repatriated Stateside at the request of its owners, so that's not there any more either. It was nice to see the place, but we won't be back.

Mark Williams (@QuentlyBentin)



F30 320d Sport

YEAR: 2012

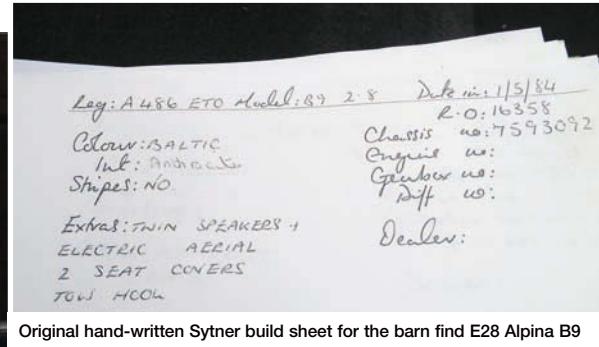
MILEAGE THIS MONTH: 1560

TOTAL MILEAGE: 47,977

MPG THIS MONTH: 47.7

COST THIS MONTH: £187 (tyre)





Original hand-written Synter build sheet for the barn find E28 Alpina B9

E28 Alpina B9

Despite good intentions I have to report a quiet month for the Stiling stable. Half of the month has been spent in the glorious Italian sunshine but sadly neither Venice nor Rome are exactly car friendly places so British Airways whisked us away, although I did toy for a while with taking HEV 991Y instead! The other half of the month was then a whirlwind of trains and planes trying to catch up on work. I have however attempted to move

the fettling of both B9s forward although frustratingly no avail at the moment. The body shop I wanted to work on the white B9 has just confirmed it has too many cars in the pipeline to take on the Alpina – annoyingly it's taken them months to actually get round to confirming this though. So the search continues and now the weather is starting to turn it's arguably a better time of year for the car to be off the road of course.

In terms of the barn find I've sent out a few emails to various locally based Classic Car Restoration shops to see if any of them have the capacity to take the car in. I've still not given up all hope of doing some of the work myself but it's looking increasingly likely I will just need to send the car away with a big cheque in the glovebox and wait for the car to come back. If that's what needed to get the job done then so be it.

In the meantime I did try and engage the services of an auto electrician to help me get the car running so that I could tick off the mechanical recommissioning at my leisure. Sadly I got the all too familiar "Sorry, too busy for that sort of job" coming back. The motor industry is a frustrating place sometimes.

At any rate it's sunny outside so I'm going to cheer myself up by dropping the roof on the E36 and drive around





in one of the rarest cars on the road. I drove past a family the other day and whilst the dad stared at the car almost open mouthed his son audibly said "Wow" as I drove past. Drive a Veyron and you might expect that sort of recognition but for an E36 to create the same level of impact is impressive.

Finally, I will leave you with a few of my favourite pictures from the month. A chance internet forum post led to me meeting up with Mark from

Alpina GB. Mark was one of the engineers employed by Synter in the 1980s to create Alpinas for UK customers – so just the sort of chap I'd like to talk to. It was fantastic to reunite him with my two B9s, look through the (handwritten!) build sheet records and also talk to him about how they went about the actual conversions. As you can see it would have been a shame not to grab a picture or two to record the event. If only I could get Mark to work on my pair that would be seriously cool wouldn't it? Mark, if you're reading this – you know you want to...

Elliott Stiling



E28 Alpina B9

YEAR: 1983

MILEAGE THIS MONTH: sadly zero

TOTAL MILEAGE: 137,606

MPG THIS MONTH: N/A

COST THIS MONTH: Nill



F20 118d Sport

You may have noticed that my 1 Series has recently gained a lot of shiny new toys courtesy of the BMW accessories catalogue, including the Head-Up Screen and the BMW Advanced Eye dash cams and now comes the final part of the gadget triumvirate, a set of illuminated LED door sill strips. Available in normal and M Performance flavours, these smart-looking strips are not only inexpensive but super-easy to fit, with the pair taking no more than 15 minutes. They are powered by cell batteries with a life of around three years so there's no wiring whatsoever and you simply pop your old sill strips off, pop the new ones in and then mount the included magnets, which activate the lights in the strips, under each door and it's job done. When you open the door the magnet turns on the strip and it automatically turns off again after 30 seconds or when the door is closed. They're really bright, bright enough to be visible in daylight, and do look really nice and smart with their brushed metal finish.

Also, with the show season wrapped up for myself and the 540i I no longer need to wash it virtually every weekend and that makes me actually want to wash the 1 Series. It's looking a little sorry for itself,

especially parked next to the constantly shiny E39 so when I next have a moment I plan on giving it a proper wash and wax and remind myself how nice Valencia orange looks when it's actually orange.

Finally, as it's coming up to two and a half years with the 118d I'm starting to think about what to replace it with. I guess the default option should be a BMW but to be honest my quick scan of the lease deals available left me a little disappointed when compared with what other manufacturers are offering. Plus, seeing as I've got the E39, I reckon I could get away with something that isn't a BMW. Right...? I won't start looking around properly until February of next year, so we'll see what's what when we get there.

Elizabeth de Latour



F20 118d Sport

YEAR: 2013

MILEAGE THIS MONTH: 732

TOTAL MILEAGE: 18,243

MPG THIS MONTH: 51.1

COST THIS MONTH: BMW LED door sill covers £154 inc. Vat





The Everett Fleet

After a couple of months of work and faffing about, the '91 E36 318i is now MoT'd. I'd taken both this one and the E32 730i in for their MOT tests and both passed without any work being needed although the E32 had only covered 24 miles since last year's MoT. Being a 1991, it was strange not having the nail biting MoT ritual that is the emissions and catalytic converter test – just a quick sniff of the exhaust to make sure it was producing less than 3.5 per cent CO and under 2000 ppm

hydrocarbons (it wasn't even a tenth of these figures) and that was that. The next thing is an imaginary tax disc and a good dose of Dinitriol before use, but I did discover that after being stood in heavy rain the rear screen leaks – not much, just a slight drip from the offside upper section and it looks as though it's had a rear screen replacement before. I successfully resealed it, but want to get the correct early rear screen fitted at some stage. Apparently the screen was replaced in 1996 due to a faulty heated rear screen. I have got a correct early screen but it's a case of getting a tame windscreen fitter around who'll swap it for a few beer tokens.

The green 318i Touring needed some repairs this month. A slight but audible blow from the exhaust was a crack where the centre box meets the down pipe and so a mate of mine



welded it up after I'd borrowed his lift to remove the front pipe – easy enough and the repair was successful. But looking under the rear of the car I discovered that the rear metal brake pipes that were a bit borderline at the January MoT were now in a dangerous state – I'd forgotten all about them. So, the following day the fuel tank was dropped just enough, and both front to back pipes replaced with new copper ones – the rusty originals snapped rather too easily and one good emergency stop may well have burst one of them. I also replaced the rear flexible hoses with new Pagid ones from Euro Car Parts at £40 the pair – the originals were cracking and would never have survived the ordeal.

The early E36 is replacing the blue Convertible over the winter, and that car is in need of some bodywork

doing – in fact it's being done as I write this. The bodyshop in Sheffield are painting the passenger side of it once I've done some prep – nothing major but there is a rusty scab on the back arch and I want to get this and the other small marks on that side done before laying it up for winter – once it's off the road I can sort out replacing the zip-in rear hood window (it's knackered really) and recolouring the hood itself. With the car's low value it's just not worth replacing it just yet if I can get another couple of years from this one. With me doing the bulk of the pre work, the bodywork will cost a couple of hundred quid which is neither here nor there – I'm not planning on selling it and when the sun is out and the roof's down, it's a very pleasant way of travelling.

Andy Everett

F10 M5

This month started irritatingly, with a puncture. I was driving home from the supermarket, when the tyre pressure warning light came on and the Check Control on the iDrive showed the pressure going down quite quickly. It dropped from 2.5 to 2.2 bar when the warning popped up, it stabilised at around 1.9 bar, and I was able to limp home the last mile or so. The next morning, I was able to lift the car and remove the wheel. I quickly found the small but thick self tapping screw that had punched a neat 3mm wide hole straight through the inside shoulder of the tyre. I removed the screw, and what little air remained in the tyre rapidly escaped. I made several phone calls, and found that only BMW Swindon actually had a tyre in stock. So a 30-mile round trip, and £300 lighter I was back on the road. The old tyre had around 4mm of tread left, so I may need to replace the left rear soon as well. However if I can survive another month, I can put that cost off until after the winter, as the winter tyres will be going back on soon.

While I had the wheel off, I took the opportunity to thoroughly clean it. I was going to have to put it in my wife's car, and I knew she would prefer that I didn't cover the interior with brake dust. I have been trying Wonder Wheels' Hot wheels. It is very easy to use, and the results were some of the best I have seen. Putting the one very clean wheel on the car reminded me how good the car looks when it is clean, although I do quite like the hard used look as well. With that in mind, I treated the car to a full valet, clay bar, wax and polish. The results were stunning, the paintwork





looked fantastic. All the small imperfections have gone, and it did look nearly as good as new. It did highlight to me the increasing number of small dents and scrapes that the car is gaining in the work car park though. Fortunately most of these are on the rear bumper, and as much as I want to repair these irritations, I am confident that it will probably get bashed again fairly soon.

At the end of the month, another litre of oil was required to keep the 4.4 litre lump happy. While this was easy enough to add, I noted that the bonnet was a little difficult to open. The lever in the middle that releases catches either side of the bonnet was sticking. The catches are sprung to the closed position, and are pulled by a cable attached to the central lever in order to release the bonnet. The bolt that holds the lever, and the cable

itself have corroded a little, and were sticking. The springs on the catches could not overcome this stiction. I sprayed some WD40 into the cable sheath, and around lever. This has helped a bit, but it is still not moving as it should. I will see if BMW can recommend a solution when the car is in having its winter tyres fitted.

David Ingram-Hill



F10 M5

YEAR: 2012

MILEAGE THIS MONTH: 1679

TOTAL MILEAGE: 55,549

MPG THIS MONTH: 20.9

COST THIS MONTH: £313.99

(Tyre £300, Oil £13.99)



E92 M3 Track Project

I will have to start this month with a bit of an explanation – I obtained the M3 in October last year and hopefully you'll have read last month's piece, with me telling you about the first track day in the car etc, but things have moved on massively since then, so I will be trying to compress this year's goings on into the next few months before things are about to start going mental in 2016!

So the ethos as with any track/race-car, if you can afford it, is to uprate the brakes, suspension, tyres and get a good seat and harness – so this is exactly what I did...

The front brakes were changed for the AP Racing CP5555M1050BG.G8 kit (six-pot callipers and 368mm x 36mm discs instead of the larger 378s, to allow fitment of 18-inch wheels) with the CP6602-1001BK.G8 rear kit (four-pot callipers and 352mm x 26mm discs). I originally asked for the standard Ferodo DS2500 pads (which are not suitable for track use) to be swapped out for the brilliant Pagid RS29s, but sadly there were none in stock in the UK at the time, so went with Ferodo 1.11 endurance pads and was assured they would be up to the job and as they were an endurance pad should even last a bit longer than other pads. Naturally, being a genuine AP kit, it went on seamlessly and I couldn't wait to try them out.

Before I could do this, and knowing how good they are from previously driven cars, a set of KW Club Sports were ordered, so the car sat for a further six weeks until they arrived. These were fitted and the geometry was set to 1mm toe-in on the rear, with the front set to parallel, 2 degrees negative camber on the rear and 3 degrees on the front.

So that was the suspension and brakes sorted – that left the wheels and tyres. The design of the car allows it to run stupidly large tyres all round and after a bit of reading and research, it was only ever going to go one way and a set of Gloss Black Apex Racing 10x18 ET25 were ordered for a square setup. With these on their way from America the only tyres I could guarantee for the job was a set of Michelin Pilot Sport Cups – not Cup+ I might add, and certainly not the new Cup 2s, just the regular Cup 1s. Out of interest, if you want to know, to my mind the Cup 2s offer grip levels only marginally better than the Supersports and the Cup+ are like a regular Cups, but have a couple of extra water lines. If you're track/race mad, then regular Cup 1s for the win...

So four 285, yes 285/30/18 Cups were ordered, along with a set of

10mm spacers for the front to stop the wheels rubbing the KWs up the wrong way and a 5mm spacer on the rear, just because that's what the fastest man around the 'Ring in an E92 M3 said he was running on that particular day!

So wheels and tyres on – wow! They looked big, mahoosive, gigantic – these are going to be a lot of fun. Only thing missing now was the Recaro SPG XL seats. Recaro had a back order then they shut for Christmas and then racing season started, so it took over five months to get two red seats as anything other than black was a special order, as apparently not many people want red seats – who would of thought...

So now we had seats and harnesses fitted, trim out, APs on, KWs on and 285 Cups with lightweight Apex Arc-8s – time to get on track!

My first trackday of the year was at Bedford Autodrome in February, which I always do with a large group of friends from back in the Ford days. Not many of us own Fords any more, as we have seen the light and now have BMWs, Clio Cup cars and a couple of Lotus's – you get the idea.

I would like to state that I drove the car there on the standard wheels and changed onto the Cups once there – this was made easy by a stud and nut conversion like the track-orientated GTS runs as standard and I can honestly say it makes a wheel change so much easier than having to hold the rim in place and line the





holes up etc. I'm sure you have all done it before and know it's a pain.

So on track damp at first, feeling the car out... feels really good – soft but good. I start pushing a couple of really high powered Focus RS Mk2s that were out playing together – so I join in the fun. It doesn't take long to overtake and pull away from them, where I then find that the traction control is playing me up, as it keeps kicking in. At one point I was dropping the gears going up and down the gearbox as the car just didn't like the amount of grip the Cups and suspension were giving, so was constantly bogging the car down. This was ok if driving normally, but once you start to push the car, you have to turn the traction off or at least into MDM mode, where it allows you to have a certain amount of slip, but if the car feels like you are too far gone or really getting out of shape, it will gather the rear end up for you by cutting power and applying individual brakes. So with MDM mode enabled, now we are really flying another friend had a basically standard E46 M3 and it's just hopeless against the modified E92. I meet up with the two Focus's again and it's not even sport now (the term shooting fish in a barrel springs to mind!) with the gap closed on them within two corners, and then I am on them and gone – this thing is a rocket-ship, still big, but damn fast!

I take out various people and all of them are blown away by the car's pace, the way the box changes gear and the sheer grip I am getting from the Cups and KWs... The APs are doing the job, but not 100 per cent satisfactory, but then I am having so much fun I'm not too bothered. I wrap the day up, put the standard wheels back on and set off ready for home with the biggest grin you can imagine. All the hard work getting the car to this level was finally paying off.

The next outing in the car was at a more familiar track for me, with Snetterton being my local circuit. This particular day a friend who owns an E46 M3 had just completed building a RWD Escort Cosworth with my old 500hp GT30 engine in it and as it weighed just 1200kg this was going to be fun against my 1480kg and 420hp – or to put it another way around 416hp per tonne versus 280hp per tonne – place your bets! As luck would have it was supposed to be snowing – is this lucky or not? I'm not too sure to be honest. I know I have a fantastic traction control system, but my friend who has a lot more rear-wheel-drive experience than me, has also got his E46 M3 with him (just in case the Cosworth breaks down).

It starts out without any snow, just wet and a bit slippery, but it doesn't take me long to find him out on the track in the Escort and by the end of the back straight I have caught him, overtaken him and am long gone. The day pretty much goes on like this every time we cross paths. There weren't many cars on track because of the weather, so I take the opportunity to explore the limits of grip in relative safety. Surprisingly it copes really well even when we go into a full blown blizzard and the marshals are still letting us out on track, you can't help but have a little drift and the day was just getting better as my confidence in the car ramped up. Eventually my friend gave up fighting the limited traction in the Escort (probably fed up with being lapped by the "slower" BMW) and got his E46 out and we were now trying to drive as straight as we could in the snow (honest Mr Marshall!). With the childish antics out of the way I came home realizing I needed some good tuition in the car. The car was set-up super aggressively, especially for the



wet and I knew that if I wanted to be fast I had to get some professional advice on what was going on with me and the car.

After reading up on some driver tuition there are various people out there and the guy I chose came very highly recommended and after reading a few articles from him, he certainly seemed to know what he was talking about – and perfect for my level of experience in a rear-wheel drive car anyway.

I decided that it was best to go back to Snetterton for my tuition, as I didn't want the complication of learning a circuit at the same time as being taught how to handle the car on the limit. This time it's dry, I know where I am going and the Cups are on. With the instructor in the car with me we start to push hard. MDM mode is engaged and he is showing me some very nice tips and tricks and some places to go a little deeper on the brakes or turn in a little earlier that transpired to him saying by the end of the day "we're not hanging about" with a big grin. One piece of advice he imparted was for me not to jump off the brakes and back on to the

throttle so aggressively and that I should try and be a bit smoother. I have addressed this now, but at the time it was good to hear, as I think me braking too early and then jumping off the anchors to get back on the gas as quickly as possible was actually slowing me down. I probably still do it a little but I am certainly conscious of it now and am trying to change my driving style to his suggestions.

One thing I did start to notice now was the suspension could have done with being a little firmer on the front and the rear, as I noticed that the car felt a little floaty at high speed. I hadn't noticed at Bedford, as it was my first time out with all the upgrades on the car and with the track being wet and snowing at the previous Snetterton trackday. With this all taken into consideration, I went away having learned a lot about the track, the car and myself.

Next month I will be getting into a bit more detail about the suspension geometry and there's more track action from Cadwell Park this time as well as a sniff of the Nürburgring...

Ben Cook



E24 M635CSi

I have a feeling that last month I wrote a little list of things the M6 could do with and looking back at that list now I've come to realise that it was an absurdly small list – there's lots more to do than I remembered. First up is a need to repair the heater blower motor. Those of you with good memories will remember I was talking about doing this earlier in the year but I baulked at the astronomical price BMW wanted to charge for the motor – from memory it was the best part of £350!

I had hoped to get one from Schmiedmann but it turned out that while the item it was selling was a lot cheaper it also transpired that it didn't actually have one in stock and had I left my order in place I would probably be receiving the motor about now. Stupidly (hindsight is a wonderful thing isn't it?) I cancelled the order as I thought I would be able to pick one up somewhere along the line... and it was only the other morning when I jumped into the car to drop my son off at school on the way to the office that I was cursing myself as I tried to peer through a completely fogged up windscreen. Obviously over the summer months this hasn't really been a problem but now the weather is turning and we're having plenty of foggy mornings I really do need a fully functioning fan. So, more internet research revealed the blower motor was still as rare as hen's teeth and still astronomically priced – you know a part's heavily in

demand when folk can sell broken ones on eBay for the sort of money I want to pay for a brand new one!

The part in question is an electric motor with a shaft coming out of either end and on these shafts are located two 'hamster wheels' which do the blowing of the air. A couple of threads on the excellent bigcoupe.com forum revealed that several people had managed to replace this assembly by installing a new motor but using the old hamster wheels, and providing you carefully measure how far up the shaft the hamster wheels need to go it doesn't actually look that tricky to do – even for a ham-fisted moron like me.

Oddly I couldn't find anywhere to buy the Bosch motor in the UK so I sourced one from Rock Auto in the US for the princely sum of \$60 and it's literally arrived in the office this morning. As a result I haven't been able to compare it to what's actually fitted to the car, but, fingers crossed, I might actually be able to fit it and get something working on the car. Alternatively you'll be able to read about lots of cursing and flayed knuckles next month.

A longer trip out this month meant that I got bored of listening to the exhaust and opted to sample the joys of 1980s stereo installations once again and I came to the conclusion that BMW really did skimp on the system in the Six. As head units were still dealer fit items for the majority of BMWs of this era it would have been



up to the first owner how much he wanted to spend, but what's most laughable is the quality and location of the speakers themselves. You have to remember that this was a hugely expensive car when it was new so having a pair of oval speakers buried by your shoes in the front footwells complimented by a pair of speakers in the rear pods on the parcel shelf offers about as much listening pleasure as the *X-Factor* auditions. Research shows that there's hardly any space behind the front footwell speakers so upgraded units that will fit are few and far between which is irritating. I might see if I can pick up a pair of front tweeters that would fit onto the back of the door mirror housings and dig the rear speakers out to see if they can be improved upon, too. Back in the older days when I ran a couple of E24s I simply installed a couple of large speakers under the rear seat, cutting out big holes in the sheet metal the rear seats are supported on, but I don't

really want to do this any longer – perhaps I should just get the exhaust done sooner rather than later and then so long as it's tuneful enough I won't need to worry about the shonky speakers!

Coming up in the pipeline is a MoT test and I guess I should have an oil service done as despite the fact the car doesn't do a huge mileage I think it's wise to change it once a year just to keep it ticking along nicely. More on this next month.

Bob Harper



E24 M635CSi

YEAR: 1988

MILEAGE THIS MONTH: 65

TOTAL MILEAGE: 162,809

MPG THIS MONTH: 21.3

TOTAL COST: £400

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E86 Z4 3.0si

The Z4 Coupé still looks fresh and purposeful and while M versions look set to rise in price the 'lesser' 3.0si still looks like excellent value for money

Words: Bob Harper Photography: BMW

Why should you buy one?

Whisper it quietly but we actually preferred the 3.0si to the manic M Coupé when these cars were new – certainly if you were planning to use the car everyday the 3.0si was the better prospect. And there's loads to like: sexy styling, excellent performance (sub six-seconds to 62mph) from its sonorous straight-six and that's blended with surprisingly good economy and affordable running costs. The cockpit is a little snug and there's not a huge amount of storage space, but if that's not a worrying issue you should get searching for one now.



History

Launched in 2006 the 3.0si Coupé came in one flavour, so choosing a used example is straightforward. It came with the six-speed manual with a Sport auto as an option. Standard equipment was generous, with 17-inch alloys, electronically assisted Servotronic steering, a Sport button, front and side driver and passenger airbags, DSC+, run-flat tyres, electric mirrors, front fogs, headlight washers, metallic paint, auto air-con, brushed aluminium interior trim, one-touch electric windows, Oregon leather seats and a single CD player covered within its £31,400 price.

A Sport model was also available at launch, adding 18-inch double-spoke alloys, anthracite headlining, M Sport seats, M Sport suspension and a three-spoke M leather steering wheel, costing £32,925. Options included the aforementioned automatic transmission, multi-function steering wheel controls, folding exterior mirrors, many different alloy wheels, auto-dimming mirrors, carbon leather trim, rear PDC, xenons, cruise, Business or Professional nav, Bluetooth, Logic7 speaker system, Comfort package and Nappa leather.

How much to pay?

The cheapest car we found was just under £5000. Admittedly it had done over 200k miles but it had been with the same owner since 2008. At the other end of the scale, 3.0is still occasionally crop up at main dealers and these cars can be priced up to around £15k which we'd reckon is too much to pay given you can still bag a Z4 M Coupé for that sort of money. Choose the middle ground and you should be able to find a low(ish) mileage example that's been well looked after for less than £10k.



Running costs

Road tax costs £159.50 for six months and £290 for 12 – pretty decent for a 3.0-litre sports coupé and servicing shouldn't cost the earth either. BMW's value service menu quotes £189 for an oil service and microfilter, £269 for an Inspection 1, £429 for an Inspection 2 and £62 for a brake fluid change.

New brake pads can be had from a main dealer for £129 or £119 front and rear respectively. Specialists may be able to beat these prices, but the bottom line is that the 3.0si doesn't have the 'M Tax' that you get when it comes to sourcing parts for the more powerful Z4 M.



E86 Z4 3.0si

ENGINE: Straight-six, 24-valve

CAPACITY: 2996cc

MAX POWER: 265hp @ 6600rpm

MAX TORQUE: 232lb ft @ 2750rpm

TOP SPEED: 155mph (electronically limited)

0-62MPH: 5.7 seconds (6.0)

ECONOMY: 31.7mpg (31.4)

EMISSIONS: (CO₂): 213g/km (216)

PRICE: SE £31,400; Sport £32,925

Figures in brackets for automatic transmission

Verdict

With a relatively low purchase price, sexy styling and reasonable running costs we love the Z4 3.0si Coupé. It's refined and composed when you're out for a cruise yet can lift up its skirts and fly when the mood takes you. As a used buy it's an absolute cracker.

What goes wrong?

We are happy to report that the short answer to this question is not a lot. Generally speaking the N52 straight-six that's used in the Z4 Coupé is a pretty reliable unit and even as mileages rise it seems to have very few issues.

They don't tend to use much oil and just about the only thing the engine is known for is a bit of a ticking from the top end which comes from the hydraulic valve actuators. BMW tried several fixes over the years with mixed success, but the noise doesn't seem to affect the reliability of the unit. Running problems are most likely to be down to dodgy coils, but as this unit is pre-direct injection you're far less likely to have any injector faults compared to some later units.

A few suspension components are a little less durable than you might like – rear springs in particular fail like clockwork but aren't expensive and rear shock mounts can collapse. The front control arms are similar in design to the E46 so these can fail over time too. It should feel tight and clonk-free on the road, so get it checked if you're at all unsure.

Inside, check the steering doesn't feel like it's sticking at all – most likely to rear its ugly head in hot weather – as the only surefire fix is a new steering column assembly. If the car has sat nav then check the fold-out screen works smoothly as failed units need to be replaced. Also listen out for rattles on a road test – the Z4's cockpit wasn't especially well put together and you may find it can be a little creaky, and while it's irritating, most problems can be sorted if you don't mind putting the effort in.

M Night!

Munich Legends hosted a little gathering of BMWs at the end of August which soon turned into one of the summer's must-attend events

I'm sure you've all had them; a planned small gathering that snowballed into a huge party. This was the case when Munich Legends offered to host an 'Autotweetup' – a gathering of folk involved in the motor trade who are active on Twitter – and then when word got out it quickly became obvious that this was going to turn into a big event.

The online list of cars attending turned into a who's who of the BMW back catalogue and despite less than

perfect weather the vast majority of those cars turned up! Of course, Munich Legends itself had a mouth-watering selection of machinery on display on its forecourt, in the showroom... and at the obliging pub next door! The Red Lion gave up its car park for the evening and was swamped with BMWs of all shapes, sizes and eras, and as well as providing space, the pub laid on a barbecue and did their best to make the horde of Wednesday evening BMW customers happy.

Huge credit to Munich Legends for hosting the evening; it was great to catch up with other owners and swap stories about BMWs – let's hope that it becomes an annual event! ●

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BMW Buyer

Our monthly look at what's hot, or not, in the BMW marketplace

Words: Guy Baker

Late summer usually heralds a temporary decline in sales, with many potential buyers away on holiday. But this year bucked the trend, according to Rupert Pontin, Head of Valuations at Glass's: "Despite the school holidays the UK market remained buoyant at a retail and wholesale level. Dry days saw a very positive footfall through the doors of most BMW dealerships in August, resulting in some unanticipated retail sales."

Franchised dealers, preparing for the September 65 plate and a glut of part-exchanges, have been a little more choosy in buying used stock though for their retail sites – with colour and specification paramount in their minds. Independent BMW dealers, however, have been more active in the wholesale market, acutely aware they will not get access to any of that part exchange stock until well into September.

Rupert reports that: "1, 3 and 5 Series remain the top selling models in terms of volume for BMW, and are again the quickest to retail sale. However at the wholesale level conversion rates have fallen – especially toward the end of August as the franchised network purchased fewer BMWs at auction."

Cabriolets – and the Z4 Roadster in particular – are

now less in demand with dealers at auction, as they have already started to become harder to sell to private buyers.

The September plate change will bring with it a fall in used values through the month and into October, and as we move towards the end of 2015 dealers will be looking to reduce the number of vehicles they have in stock – adding additional pressure to values. Expect to unearth some serious BMW bargains later this autumn!

Current finance deals at franchised outlets include the ubiquitous 520d M Sport Touring – a new one will set you back just £369 a month over 48 months at 5.4 per cent APR, if you can put down an initial £5329 deposit. BMW UK, BMW Financial Service and the dealer involved will contribute between them a substantial £5199.98 deposit to persuade you to take up this offer.

Online discounters, too, are offering some good 5 Series Touring deals, with www.uk-car-discount.co.uk offering a saving of £4193 on a new 520i SE automatic Touring, £3606 off the list price of a new 518d SE Touring and as much as £5727 off a new 530d M Sport automatic.



Top three £10,000 coupés

BMW have long made some of finest coupés on the planet. But despite the inherent desirability of many models, you can now pick from a surprisingly large list of cool contenders for as little as £10,000.



125i M Sport Coupé (E82)
(2008 to 2011)

It may be small but the feisty E82 125i M Sport Coupé is perfectly formed – and just £10,000 bags a mint 2008 example with around 55,000 miles. Stick to those boasting a full BMW main dealer service history (there are still quite a few around) and some have had options fitted like satellite navigation, full leather upholstery and 18-inch alloys.



630i Sport Coupé (E63)
(2005 to 2007)

At the opposite end of the size spectrum sits the 155mph E63 630i Coupé. All models boast a sumptuous spec with items like cruise control, full leather, a sports button, 19-inch M Sport wheels and heated front seats, whilst average economy is a reasonable 29.7mpg and performance is ample for most – with 62mph in 6.7 seconds.



335d SE Coupé (E92)
(2006 to 2012)

Our final selection is perhaps the perfect modern BMW coupé, claiming a 286hp twin-turbo diesel powerplant capable of delivering a 155mph top speed and searing in-gear times – alongside 42.2mpg combined economy and a £225 a year road tax bill. £10,000 puts you behind the wheel of an 80,000-mile 2007 example with all the extras.

Many thanks to John Warren Cars (www.independentbmw.co.uk) for its assistance with BMW Buyer



Forecourt find

335i SE Cabriolet (E93) (2007 to 2010)

Who says you can't have style and substance? This 306hp 2007 Graphite Metallic BMW 335i Cabriolet at North London specialist Rykar delivers both, in spades and at a knockdown price. Advertised for a mere £8495 it has covered a substantial 139,000 miles, but packs a full service history and a lavish kit list that includes black Nappa leather upholstery, Park Distance Control front/rear, Bluetooth telephone

preparation, heated memory front seats, through-load with integrated transport bag, a six-disc CD changer, a folding wind-deflector, iPod connectivity, cruise control, dual zone climate control and auto-clean xenon headlamps. Supplied with 12 months MoT it's had just two owners.

www.rykar.co.uk
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BMW Car's lowdown on the latest prices paid for average condition BMWs at auction. To find your nearest auction house check out: www.british-car-auctions.co.uk



And remember...

Always arrive early at car auctions, pick up the sales catalogue and examine the vehicles in the line-up before the bidding starts. In addition to the hammer price, you'll have to pay a small buyer's fee. You'll need to provide a deposit of at least £500 (in cash or by Maestro or Visa Delta debit card) but the balance of the purchase price and the buyer's fee can be paid via banker's draft, cash, cheque, telegraphic transfers, credit or debit card.

Prices paid last month for average condition BMWs at auction

Model	Trim/transmission	Year/registration	Mileage	Price
318Ci	Coupé, manual	2000/V	98k	£795
520i	SE Saloon, manual	2000/W	85k	£800
530d	SE Saloon, manual	2001/Y	165k	£1150
320d	SE Touring, manual	2003/53	80k	£2700
745i	Saloon, auto	2002/02	113k	£3150
530d	SE Saloon, auto	2004/04	106k	£3800
318d	Sport Touring, manual	2006/56	79k	£4400
320d	M Sport Saloon, manual	2006/56	83k	£5400
330Ci	Sport Coupé, auto	2005/05	77k	£5500
320i	SE Saloon, auto	2007/07	29k	£6000
Z4 20i	SE, manual	2007/07	35k	£6800
118d	M Sport, five-door, manual	2010/60	65k	£8150
318d	SE Saloon, manual	2011/61	37k	£9000
X1 20d	XDrive X Line, manual	2012/62	75k	£12,900
X3 20d	XDrive M Sport, auto	2013/13	19k	£24,900

Prices quoted are hammer prices and will be subject to buyer's premium

Z4 sDrive20i M Sport (2011-2013)



As winter looms on the far horizon fewer buyers are interested in a Z4, and that has pushed prices sharply southwards. And even pre-face-lifted models of the E89 have been suffering, with the 20i sDrive M Sport perhaps the best option for those not seeking searing performance. The 181hp turbocharged 2.0-litre can still hit 146mph and pass 62mph in 6.6 seconds, but is capable of touching 50mpg on a run – with road tax a sensible £180 a year. Prices start at just over £17,000 and almost all examples have covered a negligible mileage, with most also possessing some form of BMW warranty.



FROM THE ARCHIVE...

Another selection of back issues showing what we were up to five, ten and 15 years ago



"One last thought, though: if the 6 Series has grown a little it means that there's a pretty large gap between the 3 Series and the new Six... room for a new 5 Series Coupé perhaps?"

Well, we can't be right all the time, but we weren't that far off as the new 4 Series Coupé seems to be a more upmarket machine than the E92 was!



was livened up by the appearance of Sabine Schmitz who did her level best to vapourise every set of Conti SportContact 2s that were fitted to the E60 M5 she was giving passenger laps in! In our *News* pages we reported on the WTCC which was about to go down to the wire with Andy Priaulx in contention for top honours (which he achieved in the following round at Macau). His race car for the following year had also just been announced – the 320Si – which must have ended up as one of the most limited production models of all the E90s.



Suffice to say he rather liked it!

It wasn't just the new M3 though as the editor also managed to find time to hop over the pond to America to sample the all-new X5. He was possibly even more impressed with the X5 than he was with the M3: "The X5's order book is full until well into 2001, and on this performance it's easy to see why," he said.

November 2010

The big news this month was the reveal of the new 6 Series Coupé at the Paris Motor Show, although in typical BMW tradition it was initially billed as a 'Concept' although just about everything about the car screamed 'production ready'. Some of the interior textures didn't make it through to production but the overall interior ambience – it was beautifully trimmed – demonstrated that BMW was heading further upmarket with this car.

Indeed, in our feature on the car we couldn't help but wonder if BMW was intentionally pushing the Six upmarket in order to make space for another model:

"One last thought, though: if the 6 Series has grown a little it means that there's a pretty large gap between the 3 Series and the new Six... room for a new 5 Series Coupé perhaps?"

Well, we can't be right all the time, but we weren't that far off as the new 4 Series Coupé seems to be a more upmarket machine than the E92 was!

November 2005

We had a veritable cornucopia of features in this issue and as it was Frankfurt Motor Show time it was of little surprise that our cover car was BMW's star of the show – the Z4 Concept Coupé. We won't dwell too much on that one though as you can read all about it on page 114...

We had features on BMW UK's demo fleet – five cars with an extraordinary array of bolt-on goodies, a piece about a delightful 315 Sunshine Cabriolet from the 1930s, tuner cars from the likes of Hamann (a 120d) and AC Schnitzer (an E60 353d), and a write up of the BMW Car Club's CSL day at Silverstone that

was livened up by the appearance of Sabine Schmitz who did her level best to vapourise every set of Conti SportContact 2s that were fitted to the E60 M5 she was giving passenger laps in! In our *News* pages we reported on the WTCC which was about to go down to the wire with Andy Priaulx in contention for top honours (which he achieved in the following round at Macau). His race car for the following year had also just been announced – the 320Si – which must have ended up as one of the most limited production models of all the E90s.

November 2000

A jam packed issue – the biggest ever up until this point in fact – and the reason why was obvious... the arrival of a new M3. Big things were expected of the new car as there had been some (unfair) criticism of the outgoing E36 and editor Gallagher had the arduous task of sampling the new machine to deliver his verdict.

"The engine is a gem, with a near perfect synergy of torque and power combining to produce devastating results," he said. "The chassis offers levels of poise and delicacy that would have Porsche's sublime 911 looking over its shoulder and the steering has a level of precision which allows you to use the M3's ability to devastating effect."

Suffice to say he rather liked it!

It wasn't just the new M3 though as the editor also managed to find time to hop over the pond to America to sample the all-new X5. He was possibly even more impressed with the X5 than he was with the M3: "The X5's order book is full until well into 2001, and on this performance it's easy to see why," he said.

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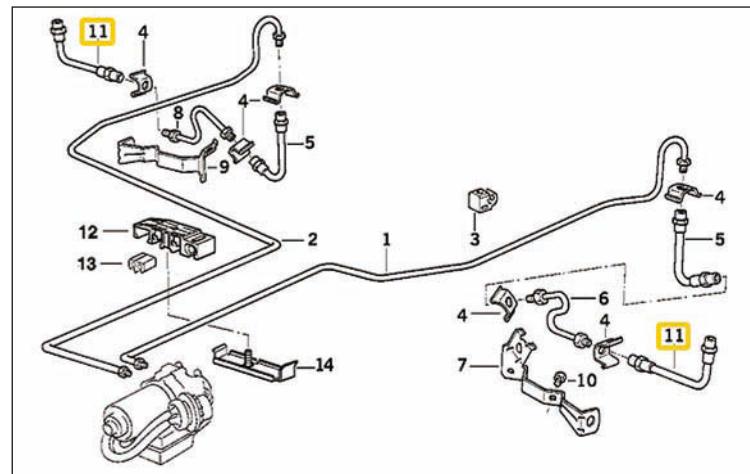
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Value Sevens

Now that the all-new G10 7 Series is here, it's timely to take another look at the outgoing F01 model – you know, the one that still looks like a 2015 car and is very similar at first glance to the new one. Given that you won't be seeing many G10s (or F01s for that matter) you'd be forgiven for thinking that the general public won't actually know the difference. And you're probably right.

The F01 is a tremendous vehicle and the price for mint condition 2009 cars that are low on miles but high on gadgets is down to basic 114i money or less.

Whilst there are F01s down to £12k, we think the real value is slightly higher up the price scale. £16,000 found us a stunning 2009 59 plate (so almost a 2010) 730d in silver with black leather, 47,000 miles and all the usual toys such as professional sat nav, Hi-Fi and heated seats – what a car and all from a BMW dealer with a warranty that you can keep extending. On a steady run a 730d will do 45mpg and the silence and ride refinement will amaze you if you're used to a 320d, as will the sheer size of the thing – the F01 really is a land yacht. Start looking at 2011 cars with around 30,000 on the clock and you're still under the £20k mark.



E36 pipe upgrade

Up until late 1997, the E36 3 Series had a strange arrangement for the rear brake pipes where there were two flexible rubber pipes on the rear trailing arm and an S-shaped steel pipe linking the two. Strain in 18 to 24 years of salty winters and it's no wonder the whole lot looks like a section of Titanic deck railing after all that time. I now just take the whole lot off, throw it in the bin and replace with new. But I recently discovered that in late '97, BMW replaced this setup with one long (500mm) single brake hose and it's exactly the same part as on the E46.

The part number from BMW is 34301165174 and the retaining

bracket is 34301164007 (two of those) with the clips being 34306771981 (two of those as well). The flexy hoses are £29.50 plus VAT each from BMW and about a tenner less by Pagid from Euro Car Parts. The best thing about it is that you no longer have to mess about with rusty brackets and spring clips and, as long as the main brake pipe unions undo (they probably won't), it makes the job a lot easier. This has more to do with replacing the rear metal pipes that go over the fuel tank – this almost always leads to the flexy hoses being scrapped as well, and this simple upgrade takes the sting out of the job.

F10 air-con condensers

The air conditioning condenser (the 'radiator' bit at the front) has been an occasional problem on the F10 5 Series as well as other cars that use it (the F01 7 Series and the F1x 6 Series cars plus the 5 Series GT). It's on the big selling F10 that the problems seem to be most common and it's mainly due to porous pipes that can lead to a loss of refrigerant. However, BMW has acted fast on this, replacing affected units free of charge on most cars in its usual efficient style. Good thing too as once you've had a car with air conditioning it's hard to live without it...

Not only that – in the same way that it often drops prices on parts that have given more than a certain percentage of issues (1 Series four-cylinder ABS units, for example), BMW has dropped the price of this condenser from over £400 (£391 plus VAT) to a very reasonable £94.17 plus VAT. There is still fitting and air-con recharging to consider, of course, but it's good to see BMW taking the bull by the horns on this one and making a non franchise dealer repair a lot more affordable – keep up the good work!



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Cheap X5s...

'There's no such thing,' quipped a trade contact when the term 'cheap X5' was mentioned. 'There's buying one cheap, but then you have to run it and fix it.' He then claimed that the best budget model is the 3.0i petrol. And, I have to agree with him. With 231hp they're not a bad drive and, if truth be known, the difference in economy between this and the 3.0d isn't that huge.

The 3.0i manual is a very rare model favoured mainly by farmers but it's a great old bus. It's also more reliable – the M54 engine really is a tough old boot as long as the cooling system is maintained (new water pump at 100k). Most sub-£3000 X5s are heaps just waiting to go very badly wrong – things like the GM automatic gearbox, air springs, differentials as well as other old high mileage diesel maladies. The 4.4i V8 is just too heavy on fuel and it has the same gearbox and diff problems in old age as the diesels. The 3.0i, though, seems a lot better as it hasn't got the torque to cause the diffs any great harm. They're unloved as well so for the price of a stretcher case diesel or V8 ('gearbox needs attention' and other such nonsense) you can get into a decent fully-working 3.0i.

The other killer is potentially road tax. Anything juicy registered after March 2001 (so most old X5s then) could soon be paying the full Class M £505 a year in road tax although at the moment you'll be paying £290 as Class K (registered before March 23, 2006). The 3.0d is pumping out 259 g/km compared to the 214 g/km of a 2012 3.0d X5 and the 3.0i petrol's 310 g/km, but be prepared for an anti-diesel backlash following the well publicised VW *faux pas*. The government could well put an anti-pollution policy into place (an amendment to the London Low Emission Zone anyone?) and old pre-DPF diesels will be right in the firing line with old X5 smokers being a prime target.

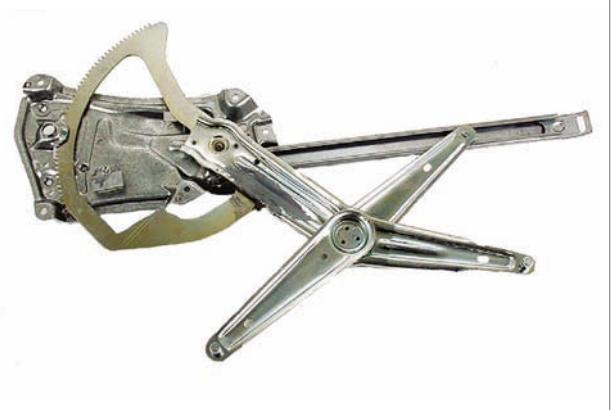


E36 window regulators

One failing of the E36 was the window regulator. It's a pressed steel scissor type setup as opposed to the more reliable wire and pulley system used on later cars. The E36 one was pretty strong but it wears over time and the glass can become very stiff in the felt channels. If you gave said channels a shot of spray grease now and then, the regulators would last a lot longer. But when a window really sticks, the scissor can bend and the base plate can also crack with the repeated strain.

The time will come when the driver's regulator will require replacement and here is some sage advice – bite the bullet and only

buy one from BMW. These genuine units are still by far and away the best, and BMW has improved them over the years to make them stronger. The E30 ones are a complete waste of time because the metal used is thinner and you can see them flex when the window goes up and down. Also, the white nylon bush that the two scissor 'blades' pivot on has a habit of breaking and falling out. The genuine BMW article is over twice the price (they're around £80) but they really are worth the money. Remove and grease up the felt channels with Vaseline, adjust everything correctly and the window will power up and down smoothly for years to come.



E30 parts prices

I vaguely touched on E30 parts prices last month when discussing front wings, but there's more. Not so long ago, an E30 sunroof panel was under £200 with VAT – but (are you sitting down) they are now £427 plus VAT. That's over £500 for this rust-prone double skinned panel.

What that means, of course, is that a nice used rust-free sunroof panel (and they need to be perfect both inside and out) is no longer the £60 it used to be. Trade contacts are telling me that £150 is now the going rate and that a perfect one in the right colour that's ready to be bolted in is a £200 part. Crack-free E30 dashboards have been £200 for a while now and other sought after bits include seat belt buckles where the release buttons are red and not faded pink and perfect

undamaged driver's side dash undertrays. Even the leather three-spoke steering wheels fitted to the SE cars (not the valuable M Technic ones) that you couldn't get £20 for ten years ago are now up to £100 if absolutely perfect. With nice examples of lowly four-cylinder cars making up to £4000 and perfect 325i Sports fetching well over £10,000, it's clear that the E30 is not the bargain banger it once was. Good used parts are becoming rare and E30s are a rare sight in breakers yards now. These factors, plus the new cost of parts, makes nice used stuff a valuable commodity. Missed the boat? Start hoarding E36 bits now (perfect front wings, nose cones etc) but forget sunroof panels because they never rot and dashboards as they don't crack!

Next Month

A stunning 2002 Touring fully restored and uprated

Plus

- Evolve M4
- New X1 driven
- Wild AC Schnitzer Z4
- E21 3 Series in the Alps
- M2 and M4 GTS revealed



December 2015 issue available to download
16 November and in the shops 19 November.

(Contents subject to change)

BMW CONCEPTS: The cars they could have made

Z4 Concept Coupé from 2005 is one BMW concept that did see the showroom floor



One of the best-kept secrets and one of the biggest stars of the 2005 Frankfurt Motor Show was the Z4 Coupé. BMW usually wheels out a concept vehicle at its home show, but unlike many of its predecessors the 'Concept' Z4 Coupé was virtually production ready and even the Chairman of the Board, Dr Helmut Panke, admitted that a production version would be built.

When the Z4 was launched back in 2003 BMW claimed there would not be a Coupé version of the car to take over from the quirky-styled Z3 tin-top. Despite claims to the contrary from the company the Z4 hadn't been a universal success and the sexy hard-top Z4 was necessary to breathe much-needed life back into the range.

The 'Concept' was based on the Z4's chassis and used the lightweight 2996cc 'six' that offered up 265hp at 6650rpm and 232lb ft of torque from 2500-4000rpm. BMW claimed performance figures of

5.7 seconds for the 0-62mph dash and a top speed limited to 155mph

The Z4 Coupé's styling was obviously heavily based on the Roadster, although its new 'fastback' look gave the car a much more dynamic form. To our eyes the new model of Z4 looked more cohesive than the Roadster thanks to the higher rear deck afforded by the coupé design and it gave it a much more powerful look about its rear haunches.

There was a trademark Hofmeister kick to the C-pillar, while the centre recess on the roof itself harked back to coupé designs of the 1950s and 1960s. The Concept Z4's lines were shown off to best effect by the Glacier silver matt paint effect which looked particularly dynamic under the show lights.

To contrast with the bodywork it sat on bespoke chrome shadow 8x19-inch aluminium rims equipped with 235/35 ZR19 (front) and 255/35 ZR19 (rear) Michelin Pilot Sport Cup tyres, while the show car also sported the big drilled discs fitted to the then current

M cars, although in the studio pictures the car made do with standard BMW stoppers.

Inside it was a mixture of Z4 Roadster and some new materials – such as the woven look for the leather door panels – and while we didn't expect these to make the production version we hoped in vain that the roof lining would remain the soft Nubuk leather that was featured on the show car.

The luggage space was of a decent size thanks to the kicked-up rear deck and, as seemed to be the way back then, the press pack informed you of its dimensions in terms of golf clubs. In case you were wondering, you'd be able to fit two large golf bags in the boot, although whether that was with the natty integrated travel bags in place was not reported.

BMW had always said it would never build a coupé version of the Z4 and also that there would never be an M version either – but when the car it wasn't going to build looked this good, and went as well as it did we're jolly glad it changed its mind! ●



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